THE

Bombay Gazette.

TWELVE PAGES.

No. 55,636—NEW SERIES. BOMBAY:—SATURDAY, MAY 4, 1912. PRICE: ONE ANNA

LIBRARY OF THE BOMBAY BRANCH

SHIPPING.

PENINSULAR AND ORIENTAL S. N. COMPANY.

MAIL SERVICE.

LIST OF DEPARTURES FROM BOMBAY FOR MARSEILLES & LONDON WITH LIBERTY TO CALL AT BRINDISI AND MALTA.

Date of Sailing.	Steamers.	Tons.	Connecting at Aden with	Tons.
1912				
4th May.	EGYPT	5020		
11th "	SALSETTE	6000	MONGOLIA	10000
18th "	ARABIA	4000		
24th "	SALSETTE	6000	MALWA	11000
1st June.	PERSIA	8000		
8th "	SALSETTE	6000	CHINA	8000
15th "	MOOLTAN	11070		
22nd "	CALEDONIA	8000	MACEDONIA	10542
29th "	INDIA	5950		
6th July.	SALSETTE	6000	MOREA	10920
13th "	CALEDONIA	8000		
20th "	SALSETTE	6000	MARMORA	10000
27th "	ARABIA	4000		

The above Regular Mail Steamers are fitted with *WIRELESS TELEGRAPHY.*

The above Steamers convey Passengers to Marseilles, Plymouth and London.

Passengers for Brindisi tranship to a connecting Steamer at Port Said.

Tenders leave the BALLARD PIER, on day of sailing. All passengers must attend at that place at 12-30 P. M. for Medical Inspection by the Health Officer of the Port.

Friends of Passengers cannot go on board the Mail Steamer.

TO COLOMBO, STRAITS, CHINA, AUSTRALIA AND NEW ZEALAND.

The Company's Steamers leave Bombay fortnightly usually on WEDNESDAYS, taking passengers for the Straits, China and Japan, and Return Tickets are issued on favourable terms.

For Accommodation and further information, apply to

W. C. SYMES,
Superintendent.

Bombay.

GRINDLAY, GROOM & CO.,

BANKERS, ARMY, & PASSENGER AGENTS
BOMBAY.
PASSAGE & SHIPPING.

PASSAGES	Booked without charge.
BERTHS	Carefully Selected.
STEAMER PLANS	Sent for Inspection.
HANDBOOK	Giving details of Fares, Sailings, &c., gratis.
BAGGAGE	Shipped and Insured.
PASSENGERS	Met on arrival.

CALCUTTA: GRINDLAY & Co.
LONDON: GRINDLAY & Co.

ELLERMAN'S CITY & HALL LINES.

(JOINT SERVICE).

Steamers.	Tons.	Leave Liverpool about 1912	Due Bombay about 1912	Leave Karachi about 1912	Leave Bombay about 1912
Newby Hall					
City of Glasgow	6529	11 April	4 May	25 May*	27 May
Trafford Hall	5221	25 "	19 "	8 June*	
City of Athens	5944	9 May.	30 "	8 "	14 June
City of Lahore	6575	23 "	17 June	9 July*	
City of Paris	9200	16 "	7 "	20 July†	
City of Manchester	5551	6 June	1 July	23 July	
City of York	7801	14 "	11 "	31 July	
City of Corinth	5443	27 "	20 "	9 Aug.	
City of Poona ((Twin Screw))	8500	13 July	4 Aug.	24 Aug.	
Trafford Hall	5221	20 "	13 "	2 Sept.	
City of Glasgow	6529	30 "	22 "	12 "	
City of Athens	5594	8 Aug.	31 "	20 "	
City of Lahore	6575	21 "	15 Sept	3 Oct.	

NOTE.—All the above steamers have second-class accommodation except the s. s. Trafford Hall and City of Corinth.

* Sailing at Port Sudan. † 90 days leave run.

AUTUMN SAILINGS TO BOMBAY FROM LIVERPOOL.

Steamers.	Tons.	*Leave Liverpool about 1912	Continental Call about 1912.	Due Bombay about 1912
City of Calcutta	7312	29 Aug.	Naples 6 Sept.	21 Sept.
City of Paris	9200	19 Sept.	Marseilles 25 Sept.	9-10 Oct.
City of Birmingham	7600	26 "	Naples 4 Oct.	21 Oct.
C. of Marseilles	8800	5 Oct.	"	26-27 Oct.
City of Poona	8500	16 "	Marseilles 23 Oct.	7-8 Nov.
Trafford Hall	5221	23 "	Marseilles 31 Oct.	16 Nov.
City of Athens	5594	31 "	Naples 7 Nov.	23 Nov.
City of Karachi	5564	8 Nov.	Marseilles 16 Nov.	3 Dec.
City of Benares	8472	20 "	"	23 Dec.
City of Paris	9200	11 Dec.	Marseilles, 18 Dec.	2-3 Jan. 1913

Fares.	1st class Single	1st class Return	2nd class Single	2nd class Return
	Rs.	Rs.	Rs.	Rs.
Marseilles	576	891	429	649
London via Marseilles	653	1,041	489	809
Liverpool	605	957	463	704

Concessions granted to Families, Railway Employees, Hospital Nurses, Missionaries, Tea Planters, etc.

Officers of the Army are exempted from the penalty attached to overstaying their leave by reason of delay in arrival of steamers provided it is timed to arrive within the period of their leave.

Each steamer carries a duly qualified surgeon and experienced stewardess.

All steamers have Electric Light and Fan fitted in each cabin FREE OF CHARGE.

The Fares above stated include Free Passage by B. I. Steamer between Bombay and Karachi and vice-versa.

JOINT SERVICE
in connection with
NORDDEUTSCHER LLOYD.

Marseilles, Naples, Genoa, Antwerp, Hamburg and Bremen. Through rates of passage money may be obtained.

Through Bookings to AMERICA in conjunction with the Cunard LINE.

For passages and full particulars apply to:—

Bombay:—Messrs. Sl. Bates and Sons, Agency.

KILLICK NIXON & CO.

Karachi: Messrs. Forbes, Forbes Campbell & Co., Ld.

CLARKES B 41. PILLS.

A warranted cure for all acquired or constitutional Discharges from the Urinary Organs, in either sex. These famous Pills also cure Gravel, Pains in the Back and all Kidney Disorders. Free from mercury. Forty years' success. Sold by all Chemists and Storekeepers throughout the world.

SHIPPING.

BRITISH INDIA STEAM NAVIGATION COMPANY, Ld.

INTEND TO DESPATCH STEAMERS AS FOLLOWS:—

FOR KARACHI.

Weekly from Victoria Dock.

Steamers.	Tons.	Sailing.	Date.	Time.	Route via.
‡ Linga	2185	Mon.	6th May	11 a.m.	via P. D. & C. M.
* Dumra	1695	Thurs.	9th May	9 a.m.	C. M.
† Lhasa	2184	Friday	10th May	6 a. m.	direct.

‡ Porebunder, Dwarka and Cutch Mandvie.
* Cutch Mandvie.
† Or later on arrival of English Mail Steamer.

FOR KARACHI AND BUSREH (Weekly).

S. S. Dumra, 1695 tons, on Thursday, 9th May. calling at Muscat, Linga, Bushire, and Mahom eran

FOR PERSIAN GULF PORTS.

S. S. "Putiala," 2988 tons, on Wednesday, 15th May, calling at Verawal, Mangrol, Karachi, Pasni, Gwadur, Charbar, Muscat, Jask, Bunder Abbas, Dubai, Linga, Bahrein, Bushire, Koweit, Mahomera and Busreh.

FOR EAST AND SOUTH AFRICA. (Monthly.)

S. S. "Pentakota," 3418 tons, on Thursday 16th May, calling at Seychelles, Mombasa, Zanzibar, Mozambique, Beira, Delagoa Bay and Durban.

FOR MALABAR PORTS, COLOMBO AND CALCUTTA.

S. S. "Upada" 5257 tons sailing on 4th May.

FOR RANGOON OR CALCUTTA (Direct.)

Frequent sailings, with onward connections to ports in Arracan, Burma, Straits Settlements, Mauritius, Australia, and New Zealand.

Terms and rates of freight and passage may be arranged with

MACKINNON, MACKENZIE & CO.,
Agents,
Nicol Road, near Ballard Pier, BOMBAY.
4th May, 1912.

AUSTRIAN LLOYD'S S. N. Co.

UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT

ACCELERATED LINE TO TRIESTE.

Steamers.	Tons.	Captains.	To sail on
Bregenz	3905	A. Petris	16th May
Cleopatra	4039	N. Chernich	1st June

ORDINARY LINE via KARACHI.

Steamers.	Tons.	Captains.	To sail about.
Fr. Ferdinand	6046	P. A. Leva	27th June.

SPECIAL REDUCED FARES ACCELERATED LINE.

FIRST CLASS—
To Trieste or Venice ..... Rs. 500
To Trieste or Venice and back ... " 750
To London via Trieste ..... " 579 to 614*
To London via Trieste and back.. " 903 " 1,035*

SECOND CLASS—
To Trieste or Venice ..... Rs. 350
To Trieste or Venice and back ... " 525
To London via Trieste ..... " 429 to 449†
To London via Trieste and back.. " 656 " 723†

* Fares according to class of Railway.
* Fares according to Route on Railway.

ORDINARY LINES.

SALOON-CLASS—
To Trieste or Venice ..... Rs. 450
To Trieste or Venice and back ... " 675
To London via Trieste ..... " 529 to 594*
To London via Trieste and back.. " 834 " 963*

* Fares according to Route and class on Railway.

RETURN TICKETS available for TWO YEARS ELECTRIC FANS AND LIGHTS are fitted in all the cabins free of charge.

THROUGH TICKETS TO LONDON.

Single and Return Tickets are issued via Trieste, by the St. Gothard, Tauern and other Routes.

INTERCHANGEABLE RETURN TICKETS are issued to return either by Messageries Maritimes from Marseilles, or Societa Nazionale di Servizi Maritimi from Genoa or Naples to Bombay, or by North German Lloyd from Genoa to Colombo, or vice versa.

STEAMER TO JAPAN via COLOMBO, PENANG, SINGAPORE, HONGKONG, SHANGHAI, YOKOHAMA AND KOBE

Steamer	Tons	Captain	To sail about
Persia	5895	L. Ivancich	7th May

For further particulars regarding passages apply to

W. DENSO,
Agent, Austrian Lloyd S. N. Co.
52, Churchgate St., Fort, Bombay.

WANTED IMMEDIATELY.

AGENTS, in all the Principle Centres of the Bombay Presidency to represent our Marriage Branch. Liberal Commission to energetic agents. For Particulars. Please apply to

THE SECRETARY,
SRI JANAKI MARRIAGE ENDOWMENT ASSURANCE Co., Ltd.,
Mylapore, (Madras).

BRASSO

THE FINEST POLISH FOR all metal works is

BRASSO

STOCKED IN ALL Bazars.

☞ "THE EMPIRE."—The file of the "BOMBAY GAZETTE" is available to enquirers at the office of "THE EMPIRE," LIMITED, No. 12 A, Mission Row, Calcutta, and the file of "THE EMPIRE" may be seen at the Office of the "Bombay Gazette, Limited, 2 Green Street, Fort, behind the Bank of Bombay.

HOTEL WINDSOR.

VICTORIA STREET, WESTMINISTER.
LONDON, S. W., ENGLAND.

FIRST-CLASS FAMILY HOTEL single bed-rooms from 4s.; double from 7s.; sitting and bed-room from 15s.; suites from 21s.; including attendance and electric light. Inclusive, terms from 12s. per day. Special inclusive terms by the year. Wedding receptions, Turkish Bath, Post Office telephones in every suite. Table d'Hote at Separate Tables, from 6-30 to 8-30 (open to non-residents).

J. R. CLEAVE,
PROPRIETOR.

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid up Capital	$ 15,000,000
Reserve Liability of Proprietors	$ 15,000,000
Silver Reserve Fund	$ 16,750,000
Gold Reserve Fund	$ 1,400,000

COURT OF DIRECTORS AND HEAD OFFICE IN HONGKONG,
BRANCHES AND AGENCIES.

AMOY	IPOH	RANGOON
BANGKOK	JOHORE	SAIGON
BATAVIA	KOBE	SAN FRANCISCO
BOMBAY	KUALA LUMPUR	SHANGHAI
CALCUTTA	LONDON	Do. HONGKEW
CANTON	LYONS	SINGAPORE
COLOMBO	MALACCA	SOURABAYA
FOOCHOW	MANILA	TAIPEH
HAMBURG	NAGASAKI	TIENTSIN
HANKOW	NEW YORK	TSINGTAU
HARBIN	PEKING	YOKOHAMA
HONGKONG	PENANG	YUCHO

CURRENT DEPOSIT ACCOUNTS.

Interest allowed at 2 per cent. per annum on Daily Balance of Rs. 1,000 to Rs. 100,000 provided the sum accrued amount to Rs. 5 half-yearly.

FIXED DEPOSITS

Are received for varying periods up to 12 months or term which may be ascertained on application.

Drafts granted on London and the chief Commercial places in Europe, India, Australia America, China and Japan.

Credits granted, Bills purchased, and every description of Banking and Exchange business transacted.

C. H. WILSON,
Agent.

Carlton House, Ostram Road, Bombay.

THE BANK OF INDIA, LD.

ESTABLISHED 7TH SEPTEMBER, 1906, incorporated under the Indian Companies Act VI. of 1882.

HEAD OFFICE:
ORIENTAL BUILDINGS, BOMBAY.

CAPITAL SUBSCRIBED	Rs. 1,00,00,000
CAPITAL CALLED UP	" 50,00,000
RESERVE FUND	" 3,00,000

CURRENT DEPOSIT ACCOUNTS.

INTEREST is allowed on Daily Balances from Rs. 300 to Rs. 1,00,000 at the rate of 2½ per cent. per annum and on sums over Rs. 1,00,000 by special arrangement. No interest which does not amount to Rs. 3 per half-year will be allowed.

FIXED DEPOSITS.

Deposits are received fixed for one year or for shorter periods at rates of interest which can be ascertained on application.

LOANS, OVERDRAFTS, & CASH CREDITS

The Bank grants accommodation on terms to be arranged against approved security.

The Bank undertakes on behalf of its Constituents the safe custody of Shares and Securities and the collection of dividends and interest thereon; it also undertakes the sale and purchase of Government Paper and all descriptions of Stocks at moderate charges particulars of which may be had on application.

H. P. STRINGFELLOW,
Manager.

THE YOKOHAMA SPECIE BANK LD.

ESTABLISHED 1880.

SUBSCRIBED CAPITAL	Yen. 48,000,000
PAID-UP CAPITAL	" 30,000,000
RESERVE FUNDS	" 17,500,000

HEAD OFFICE:—YOKOHAMA.
BRANCHES AND AGENCIES AT:—

Antung-Hsien	Fengtien (Mukden)
Bombay	Nagasaki
Calcutta	Newchwang
Changchun	New York
Dairen (Dalny)	Osaka
Hankow	Peking
Hongkong	Ryojun (Port Arthur
Honolulu	San Francisco
Kobe	Shanghai
Liaoyang	Tiehling
London	Tientsin
Lyons	Tokyo

CURRENT DEPOSIT ACCOUNTS are opened for approved customers, and interest is allowed at two per cent. per annum on daily balances of Rs. 1,000 upto Rs. 100,000, provided that the amount of half-yearly interest is not less than Rs. 5.

FIXED DEPOSITS are received for one year and shorter periods on terms which may be ascertained on application.

Every description of BANKING and EXCHANGE business transacted.

N. IGARASHI,
Manager.

Post Box No. 207,
Hornby Road, Fort, Bombay.

NATIONAL BANK OF INDIA, LD.

SUBSCRIBED CAPITAL	£2,000,000
PAID UP CAPITAL	£1,000,000
RESERVE FUND	£ 900,000

HEAD OFFICE:
26, BISHOPSGATE, LONDON E. C.
BRANCHES:

Calcutta,	Cochin,	Zanzibar,
Bombay,	Chittagong,	Mombasa,
Madras,	Rangoon,	Nairobi,
Karachi,	Mandalay,	Nakuru,
Lahore,	Colombo,	Kisumu,
Amritsar,	Kandy,	Jinja,
Delhi,	Newara-Eliya,	Kampala,
Cawnpore,	Aden (Camp.)	Entebbe.
Tuticorin,	Aden, (Steamer Point)	

FIXED DEPOSITS.—The Bank receives DEPOSITS FIXED for one year and shorter periods, at Rates of Interest to be ascertained on application.

CURRENT DEPOSITS ACCOUNTS are opened for approved Customers, and interest is allowed at 2 per cent. per annum on daily balances from Rs. 1,000 up to Rs. 1,00,000, but no interest is allowed when the sum accrued does not amount to Rs. 5 half-yearly.

BILLS OF EXCHANGE, payable in the principal Cities of Europe, India, China, Africa, and Australia purchased or collected.

DRAFTS are granted on the Head Office and Branches of the Bank and on the principal Cities of Europe, Africa America, and Australia. Remittances may be made by telegram.

The Bank undertakes the purchase and sale of Government Securities, Stocks, and Shares and receive same for safe custody, realising Interest and Dividend, when due.

LOANS and CASH CREDITS granted on approved Securities.

Post Box No. 141. BOMBAY.

RALPH KIDD,
Acting Manager.

The HILL CLIMBING "15"

The Noiseless and Smokeless

NAPIER

The *Proved* Best Car.

TWO GREAT TESTS

of Hill-Climbing Efficiency and Endurance.

IN the recent six days' test under Royal Automobile Club observation, a 15 h.p. Napier went twenty-seven times over Westerham, Cudham and Titsey Hills. It proved its efficiency by completing the test without having to record any trouble whatever. The gradients were extremely severe, the road surfaces rough and loose, as motorists in this part of the country know. More recently still, in the Sutton Bank and Pateley Bridge Test, also under Royal Automobile Club observation, the 15 h.p. Napier again proved its wonderful hill-climbing efficiency. The course chosen necessitated the Napier encountering Greenhow Hill fifteen times, which it did with absolute ease. Sutton Bank, as steep as 1 in 3·9, was negotiated with perfect ease, and the Napier topped it fifteen times in fine form.

SOLE AGENTS:

MARCKS & CO., LTD.,
BOMBAY AND POONA.

150° "SHELL"

"SHELL" BRAND CASE OIL.

150°

It is no longer necessary to pay an extravagant price to obtain the best oil.

HAVE YOU TRIED

"SHELL"?

It is the finest American Case Oil.

OTHER 150° OIL COSTS Rs. 6 PER CASE.

REFINED and PACKED in AMERICA. 150° TEST NO SMOKE and NO SMELL.

"SHELL" COSTS Rs. 5-4 PER CASE.

DON'T allow your Butler or Grocer to decide what Brand of oil you burn

SEE THAT YOU GET

"SHELL"

THE BEST OIL FOR THE BEST LAMPS.

IMPORTED BY

THE ASIATIC PETROLEUM CO., LD.,
GRAHAMS BUILDINGS, BOMBAY.

"SHELL" 150° "SHELL" 150°

A GAZETTE SPECIAL

ON THE FIRST OF FEBRUARY, 1912, THE FIRST SHIPMENT OF

GUJARATI REMINGTONS

Left New York, these Machines are expected to arrive in Bombay, about the middle of March, meantime specimens of writing and Diagram of Keyboard may be inspected, and appointments made to have the machine brought for your inspection, at the Bombay Office of the

REMINGTON TYPEWRITER CO.,
75, HORNBY ROAD, (FORT).

GRIMAULT & Co.'s ENERGICAL SYRUP

THE BEST NERVINE TONIC FOR BRAIN AND BODY.

IT is prescribed in cases of Nervous Exhaustion, Neurasthenia, Anæmia, Chlorosis to shorten convalescence, loss of manhood, etc.

SOLE AGENTS:

V. C. DASTUR & CO.,
PRINCESS STREET, BOMBAY.

Standard Oil Company of New York,

MARSHALL'S BUILDING,
BALLARD ROAD, BOMBAY.

LARGEST IMPORTERS OF AND DEALERS IN:—

Kerosene and Lubricating Oils.
Motor Spirit: Pratt's and Pegasus Brand.
Pratt's Genuine Spirit or Turpentine
Grease.
Paraffine Wax, &c., &c.

KEROSINE OIL BRANDS:—

Snowflake	150°	in cases.
White Rose	150°	" "
Chester	125°	" "
Devoe's	125°	" "
Monkey	125°	" "

These well-known Brands are imported and sold in cases only.

Elephant 125° in tins, and in bulk from yellow carts.

B. O. C KEROSINES { WATERLILY 150° F. / CHUKKER 125° F. / VICTORIA 125° F.

B. O. C. LUBRICATING OILS.

B. O. C. MOTOR OILS, A. & B.

MOTOR GREASES.

Specially Prepared for MOTOR-CARS, MOTOR CYCLES & BOATS

BURMAH OIL COMPANY, LTD.

Agents:—SHAW, WALLACE & CO., BOMBAY.

MONGINI BROTHERS.

THE FIRM FOR

WEDDING	CAKES.
WEDDING	CAKE ORNAMENTS.
WEDDING	CAKE STANDS.
WEDDING	CAKE BOUQUETS.
WEDDING	CAKE WREATHS.
WEDDING	CAKE BOXES.
WEDDING	FLAGS.
WEDDING	FAVORS.
WEDDING	CRACKERS.
WEDDING	RECEPTIONS.
WEDDING	CONFETTI, Etc., Etc., Etc.

ILLUSTRATED PRICE LIST FREE ON APPLICATION.

25-27-29. Church Gate Street, BOMBAY.

Telegrams:—"MONGIBROS," Telephone No. 325.

A CUP OF DELICIOUS COCOA IN 15 SECONDS

Everybody uses cocoa, and everybody knows that cocoa in the ordinary way is not quickly prepared. But you can now prepare a cup of this excellent food-beverage in 15 seconds or less by using . . .

ELESKA

DRY MILK COCOA

In ½lb and 1lb tins

NO EXTRA SUGAR OR MILK REQUIRED. ONLY BOILING WATER.

"ELESKA" contains the cocoa together with the proper amount of sugar and milk—all ready for instant use, in powdered form. The flavor is delicious and the quality excellent. "ELESKA" wins the praises of all at first taste.

TO BE OBTAINED FROM
DHUNJIBHOY COWASJEE OOMRIGHUR & Co., Princess Street.
COWASJI RUTTONJI & SON, No. 1, Inside Crawford Market, Bombay.
P. C. SHROFF & SONS, Grant Road.

SOLE AGENTS FOR INDIA.
ALDRIDGE SALMON & CO., LTD.,
SIRDARS PALACE, APOLLO STREET, BOMBAY.

PUBLIC NOTIFICATIONS.

NOTICE TO ADVERTISERS.

The insertion of Advertisements in the "Bombay Gazette" is not guaranteed unless they are delivered at the office by 6 p.m. on the day preceding that on which they are to appear.

IN THE CHIEF COURT OF LOWER BURMAH.
ORIGINAL CIVIL JURISDICTION.
Civil Misc. No. 54 of 1912.
In the matter of the Indian Companies Act of 1882, and THE BANK OF BURMA, Limited, in Liquidation.

NOTICE is hereby given that a petition for the winding up of the abovenamed Company, by the (or subject to the supervision of the) Chief Court of Lower Burma was, on the 1st day of April, 1912, presented to the said Court by a creditor of the said Company. And that the said petition is directed to be heard before Mr. JUSTICE ROBINSON, on the 20th day of May, 1912, and any creditor or contributory of the said Company, desirous to oppose the making of an order for the winding up of the said Company under the above Act, should appear at the time of hearing by himself or his counsel for that purpose; and a copy of the petition will be furnished to any creditor or contributory of the said Company requiring the same, by the Undersigned, on payment of the regulated charge for the same.—Dated the 1st May, 1912.

BURJORJEE & DANTRA,
Advocates for the Petitioners,
70, Phayre Street, Rangoon.

ST. GEORGE'S SCHOOL.
HARPENDEN, (HERTS).

A PUBLIC SCHOOL for BOYS and GIRLS, from Kindergarten to University Age. Specially advantageous to Anglo-Indian parents who do not wish their children to be separated. Training for the Universities, Services, etc. Special attention to manual work, etc. For prospectus &c., Honours (including Open Scholl. Oxford Univ. gained this year), apply Headmaster or can be obtained from
PROF. J. H. MACKINTOSH,
Presidency College,
Madras.

SANATORIUM
for people who suffer of Dysentery,
at Ossingen near ZURICH
SWITZERLAND.
DR. MED. GELPKE.
Specialist for tropic illnesses.

THE NEW "REVLUC" GLASS NO. 2.

DURING the hot steamy Weather, when your Glasses persist in falling of your nose a pair of "REVLUC" FRAME fitted to your own lenses will be found a great boon.

They are self-adjusting.
There is nothing to break.
They are always Horizontal.
They are the acme of comfort and very strong.
No slipping off the Nose.

Prices of Frames only, inclusive of fitting:—
Nickel, Rs. 3-8, Gold, Rs. 35.

MARCKS & CO., LD.,
BOMBAY AND POONA.

SALES BY AUCTION.

CRAWFORD & COMPANY,
No. 16, APOLLO STREET.

AUCTION SALE of about 600 Bags of Sea Water damaged Rapeseed, Linseed, Barley, Maize and Castor Seeds.

Under instructions from Messrs. James Mackintosh and Co., Agents for the S. S. "Himalaia" Messrs. CRAWFORD and Co. will sell by Public Auction, THIS DAY, SATURDAY, the 4th May, 1912, at 11-30 a.m. (S.T.) sharp, at No. 6 Shed, Victoria Dock, on account of whom it may concern the following damaged cargo discharged from the above Steamer.

About 600 bags of rapeseed, linseed, barley, maize and castor seeds, damaged by salt water and discharged from the above steamer, also all other damaged bags which may be taken out from the steamer and sorted before the time of sale, as well as a loose quantity of seeds of sorts.

Cash will be required at the time of sale and the damaged bags must be removed from the Docks immediately.

BONA-FIDE SALE.

THIS DAY, SATURDAY, the 4th May, at 2-30 p.m., (S. T.), Messrs. CRAWFORD & Co. are instructed to sell by Public Auction at Pavai Road, on Mount Pleasant Road, Malabar Hill, the very valuable and artistic design French-polished teakwood and blackwood dining, drawing and bedroom furniture, glassware, crockeryware, dining table and chairs, elegant sid-board, cabinets and book cases, suite of Chesterfield sofas and easy chairs, jardineers, revolving top writing table, lady's writing table, large size old saturna jars, cane furniture, hat and book stands, English bedsteads, single and double mirror door almyrahs, Jost fan, clothes and gown presses, marble topped dressing and washhand tables, reclining sofas and easy chairs, tent, China matting handsome rubber-tyred cabriolet made of English materials and victoria, handsome bay Waler horse, harness, etc., the property of R. A. WILLIS, Esq., proceeded to England.

Catalogues are published and the property is on view.

N. B.—The carriages and horse will be sold at 4 p. m., (S. T.)

SALE TO-MORROW, SUNDAY, 5TH MAY.

TO-MORROW, SUNDAY, the 5th May, at 2-30 p. m. (S. T.), Messrs. CRAWFORD and Co. are instructed to sell by Public Auction, at Palli Hill Bandora, the valuable and Artistic design French-polished, teakwood and blackwood household furniture, by Robert and others, glassware and crockeryware by Army and Navy, sliding dining table and chairs, mirrored side board and dinner waggon, suite of drawing-room sofas and marble and tiled topped tables and teapoys, Chesterfield sofas and easy chairs, writing table book case, English bedsteads, mirror door almyrahs, clothes and gown presses marble topped dressing and washhand table, chest-of-drawers, Brussels and Persian carpets, table and hanging lamps, Singapore cane furniture, Jost fan, English made saddles, ice box, partition screens, door curtains, pasteur water filter, large collection of garden pots, etc., the property of H. HEBERLEIN, Esq., of Messrs. OSTOMEYER AND CO., and others.

Catalogues are published and the property is on view.

WEEKLY SALE.

On MONDAY, the 6th inst. at 2-30 p.m., (S.T.), Messrs. CRAWFORD & Co., will sell by Public Auction, at their Rooms, No. 16, Apollo Street, Fort, a quantity of grey, white and coloured piece-goods and the following:—

Furniture such as almyrahs, cupboards, chest-of-drawers, dressing washhand and writing tables, iron safes, phonographs, cottage pianos, folding harmonium, Jost fan complete in good order, carpet single harness.

By order of B. N. Lang, Esq., the Official Liquidator of the Bombay Cotton Press Co., Ld., in liquidation.—

1 Large Milner's Safe, 53 by 30 by 26, inches cupboard, writing table, chair.

At 3 p.m., (S.T.)

Several gents' bicycles by different makers.
1 second-hand rubber-tyred victoria.
1 rubber-tyred office waggram.
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Bombay, 4th May, 1912.

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30 ARTISTS. 30 ARTISTS.
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MUCH ADO ABOUT NOTHING.
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OTHELLO.
MONDAY, MAY 13TH,
SWEET NELL OF OLD DRURY.
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SALES BY AUCTION.

J. S. MODY AND COMPANY,
AUCTIONEERS AND COMMISSION AGENTS.
24-26 Bank Street, Fort.

SALE TO-MORROW, SUNDAY, 5th May, at 2-30 p.m., (S. T.).

AUCTION SALE of valuable household furniture, rubber-tyred victoria, etc.

Messrs J. S. MODY and Co., are instructed to by Public Auction TO-MORROW, SUNDAY, the sell 5th May, at 2-30 p. m., (S. T.), on the 3rd floor of the Head Police Office, opposite Crawford Markets, the valuableteak and blackwood French polished drawing, dining, bedroom and office furniture such as teak and blackwood marble top mirror back cabinets, jardineers, octagon tables, blackwood cushioned chairs, oval tables, table ornaments, figures, carpets, dining table, mirror back side board, teapoys, Japanese flower pots, glass door book case, double mirror door almyrahs, wardrobes, dressing glass bedsteads, dressing table, hatstand, easychairs, chest of drawers, platedware, glass and crockeryware, lamps, cooking utensils, rubber-tyred victoria, etc., the property of W. J. NOLAN, Esq., Superintendent of Police, Bombay, proceeding Home.

Catalogues are published and the property is on view.

J. S. MODY & Co.,
Auctioneers.

Bombay, 4th May, 1912.

BENNETT & COMPANY,
No. 22, APOLLO STREET.

THIS-DAY, SATURDAY, the 4th instant, at 3-30 p.m., (S. T.), Messrs. BENNETT and Co., will sell by Public Auction, at their Rooms, a quantity of grey and coloured piece-goods, etc.

At 2 p.m. (S.T.)

1 second-hand glass fronted miniature office brougham in good order.
1 second-hand rubber-tyred victoria.
1 handsome strong rubber-tyred palanquin office shigram, in good order.
1 handsome strong rubber-tyred landau with a chestnut Arab horse and harness.
1 dark brown Arab gelding, 7 years, 14-3, riding horse.
1 young handsome and fast black English Cob, about 14-3, broken to harness and saddle.
1 second-hand eight rubber tyred vis-a-vis, in good order.
1 pair of all brass new motor camps No. 381.

THIS-DAY, SATURDAY, the 4th instant, at 2-30 p.m., (S. T.), Messrs. BENNETT and Co. are instructed to sell by Public Auction, at 2nd Floor, Sorab House, Ormiston Road, Apollo Bunder, the valuable and handsome teakwood and blackwood, plain and carved household furniture, rich glass and crockeryware, best platedware, dining table and chairs, side board and dumbwaiters, drawing-room suite, drawing-room cabinets, glass door almyrahs, fancy teapoys, chest of drawers, marble top dressing and washhand tables, handsome flower vases and table ornaments, rich pictures and oleographs, brass and iron single and double bedsteads, table and hanging lamps, rich carpets, etc., etc., the property of H. Walls, Esqr., Manager of R. Ditmar and others.

The property is on view.

TO-MORROW, SUNDAY, the 5th inst, at 2-30 p.m., (S.T.), Messrs. BENNETT & Co., are instructed to sell by Public Auction, at 3rd Victoria Cross Lane, Byculla, the valuable and handsome teakwood, blackwood household furniture of the latest design, rich glass and crockeryware, best platedware, dining table, arms and without arm chairs, large sideboard and dumbwaiter, drawing-room suite, drawing-room cabinets, single and double glass door almyrahs, handsome flower vases and table ornaments, rich pictures and oleographs, fancy teapoys, folding harmonium, marble top dressing and washhand table, chest of drawers, Ditmar's table and hanging lamps, brass and iron single and double bedsteads, rich carpets, etc., etc., the property of R. W. Dewey, Esqr., Foreman, G. I. P. Railway and others.

The property is on view.

BENNETT & Co.

Bombay, 3rd May, 1912.

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SALES BY AUCTION.

MENESSE AND COMPANY,
No 35, HUMMUM STREET, FORT.

AUCTION SALE OF 200 CASKS CEMENT.

Messrs. MENESSE and Co. will sell by Public Auction THIS DAY, SATURDAY, the 4th May, 1912, at the B. S. N. Company's Slipway, Mazagon, on account of the concerned—

200 casks cement.

MENESSE & Co.

Bombay, 4th May, 1912.

SORABJEE COWASJEE & CO.,
AUCTIONEERS AND COMMISSION AGENTS,
11, MEADOWS STREET, FORT, BOMBAY.

A RARE OPPORTUNITY TO PRIVATE BUYERS AND MERCHANTS.

SALE of the balance stock-in-trade of the well-known firm of Messrs. HINODE & Co., Japanese fancy-goods merchants, opposite Messrs. Whiteaway Laidlaw and Co., Hornby Row, Fort.

The sale of the balance stock of the above firm consisting of porcelain pottery; metalware and other useful and decorative articles, also shop furniture consisting of show cases; show cupboards, tables chairs, electric fan, light, etc., and a consignment of French bronze vases, French porcelain, French figures, platedware, etc., will be disposed of by Auction on Tuesday, the 7th, and Wednesday the 8th days of May, 1912, at 2-30 p.m. (S.T.), each day.

WEEKLY SALE.

Messrs. SORABJEE COWASJEE & Co. will, on WEDNESDAY, the 8th day of May, 1912, sell by Public Auction, at their Sales Rooms, at 2-30 p. m. (S.T.), the following:—

In Suit No. 703 of 1911, Ramji Babaji and other vs. Narayen Kasinath and others.

1 pearl nose ring.

By order of Fazulbhai Seewji, and on account and at the risk of Mr. Dinshaw D. Kharas, trading as Kharas and Co:—

1 crate 70 doz plates printed pattern, 7 1-6"
2 crates each 60 doz. plates, 8 1-4."

On account of the concerned.—

1 crate 60 doz. plates.
1 crate 36 doz. jugs.

A lot of sun topees, gloves, trimmed and untrimmed hats, quilts, ribbons, flowers, etc.

Miscellaneous goods and furniture consisting of chairs, easychairs, book cases, tiger and bear skin, an upright piano, electric fan etc.

On account of the concerned.—

10 cases Burgundy (Macan).
7 cases still hock.

A lot of allayed sparkling hock, Moselli, white wine, etc.

By order of the Agent the Guzrat Bank, Ltd., Bombay Branch and on account and at the risk of Mr. W. Williams.—

7 pieces woollen tweed and black venetian.
36 casks 660 square yards flooring tiles by the well-known Mameh.
5 cases each 200 lbs Mica.

SORABJEE COWASJEE & Co.,
Auctioneers.

Bombay, 4th May, 1912.

CRICKET
FOR THE
MILLION.

SIX ATTRACTIVE ARTICLES
BY

WILFRED RHODES
(of Yorkshire and England; a prolific scorer off Australian bowling.)

J. T. TYLDESLEY
(of Lancashire; England's greatest professional bat).

G. L. JESSOP
(whose hard hitting has revolutionised cricket methods).

P. R. LeCOUTEUR
(of Oxford University, Surrey and Gentlemen XI.'s; an Australian Rhodes' scholar).

M. C. BIRD
(Captain of Surrey; he may yet captain, England).

E. H. D. SEWELL
(Coach at Oval; a keen student of modern cricket).

WILL APPEAR IN THE

BOMBAY GAZETTE

IN MAY.

These articles are brightly written and full of the vigour of the game. They cover points that thousands of readers like to see discussed by practical cricketers with experience of first-class Cricket.

(2).—MAY 10th.
On Hitting
by G. L. JESSOP.

(3).—MAY 17th.
Great Games I have seen
by J. T. TYLDESLEY.

(4).—MAY 24th.
How to Win Matches
by M. C. BIRD.

(5).—MAY 31st.
The Psychology of Cricket
by P. R. LeCOUTEUR.

(6).—JUNE 7th.
"Googlie" Bowling
by E. H. D. SEWELL.

TO PARENTS.

COMFORTABLE HOME for CHILDREN of Anglo-Indians Every care and attention Best Schools near Terms Moderate, Reference kindly permitted to Mr. D. M. INGLIS, of Messrs. James Finlay & Co., Ltd. Bombay, and Mr. B. KENNEDY, 35, Marine Lines Bombay.

DOMESTIC OCCURRENCES.

THE Charge for Announcement of BIRTHS, MARRIAGES, DEATHS and MEMORIAM NOTICES, which must be authenticated by the name and address of the sender, Rs. 2 for six lines or less, and 8as. for every additional line. CASH strictly in ADVANCE.

EUROPE.

BIRTHS.

BRADFORD—April 10, at 11 Moore Street, S W, the wife of Major Sir Evelyn Bradford, of a son.

HASTINGS—April 14, at Melton Constable, Norfolk, the wife of Lord Hastings, of a son.

WOOD—April 11, at 11 Humbledon View, Sunderland the wife of Major W M P Wood, Indian Army, of a son.

BAKER—April 9, at Wyke Regis, Weymouth, the wife of Staff-Paymaster J C Baker, of his Majesty's ship "Falmouth" of a daughter.

BARTER—April 13, at Oakleigh, Eltham, Kent, the wife of Col Beamish St. John Barter, late of the Lincolnshire Regt of daughter.

MARRIAGES.

BEGBIE—DOLPHIN—April 10, at All Saints Church, Blackheath, Kent, Ronald Phillipps Glynn Begbie, R A, son of Col Begbie, R E of Blackheath and Mabws, Cardiganshire, to Helen Gladys, daughter of Mr and Mrs James Dolphin, of Blackheath.

BOYLE—LEIGH—April 11, at All Saints, Margaret Street, Lieut E. Courtney Boyle, R N son of Lieut-Col and Mrs Boyle, of Onslow Square, to Marjorie Wales, daughter of Mr and Mrs Alec H Leigh, of The Ghyll, Jarvis Brook, Sussex.

DOMVILLE—CHARLESWORTH—April 11, at Holy Trinity Church Upper Chelsea, Lieut Sir James H Domville, R N son of the late Rear-Admiral Sir Cecil William Henry Domville, C B, and of Lady Domville, of Branksome Hall, Bournemouth, to Kathleen, daughter of Mr and Mrs Charlesworth, of Gunton Hall, Lowestoft.

WHITE—KNOX—April 11, at All Saints', Cheltenham, Hugh M'Kenzie White, M B, C H B son of the late Hugh White, Esq, of Ayrshire, Scotland, to Gladys Fairfield, daughter of the late Major J S Knox, V C Rifle Brigade, of Cheltenham.

DEATHS.

ASHBURNHAM—April 12, at The Croft, Crowborough, the Hon John Ashburnham, son of Bertram, 4th Earl of Ashburnham, aged 67.

RENNIE—April 11, at Aberdeen, Thomas Rennie, M D late of Foochow, China.

THORLEY—April 7, at 10 Bradmore Road, Oxford Miriam, daughter of the late Captain Thorley, R N of Kuntsford, Cheshire.

TUFNELL—TYRELL—April 11, at Boreham House, Essex, John, Lionel Tufnell-Tyrell, late Rifle Brigade, aged 70.

BOMBAY.

TO-DAY.

Maidania, 6-30 p.m. to 12 midnight.
Karlekar's Circus, at "Maidania," 9-30 p. m.
America-India Cinematograph, three shows nightly.
Excelsior Cinematograph, Novelty Theatre. Three shows nightly, 7 to 8, 8-30 to 9-30, 10 to 11 p.m.

MAXIM: The man who has not the courage to acknowledge his own mistakes, makes a poor impression when he reproaches a subordinate for the same thing.—"San Francisco Daily Journal."

ENGLISH MAILS.

DEPARTURE.

The P. and O. Co.'s mail steamer "Egypt" leaves Bombay harbour at 2-39 p.m. to-day.

BAND AT THE BOMBAY GYMKHANA.—By kind permission of Lieut.-Col. R. E. Pigott, C. I. E., V. D., and Officers, the Band of the 1st Battn., B. B. & C. I. Ry. Vols., will play the following programme, under the direction of Mr. Geo. W. Salter, Bandmaster, commencing at 6-15 p.m., to-day:—

March	Directorate	Sousa
Overture	Le Caliph de Bagdad	Boieldieu
Valse	Mon Reve	Waldteufel
Selection	Princess Ida	Sullivan
Polonaise	Masken	Faust
Intermezzo	On the Bosphorus	Lincke
Selection	The Arcadians	Monckton
Two-step	Moonstruck	Monckton

BAND AT THE COMMERCIAL GYMKHANA.—By kind permission of Lt.-Col. T. W. Bonner, V.D., and Officers, the Band of the 1st Battn., G. I. P. Ry. Volunteers, will play the following programme of music, under the direction of Mr. H. C. Dane, commencing at 6-15 p.m., to-day:—

March	On the Road	Ord Hume
Grand Overture		Otto Bach
Selection	A Country Girl	Monckton
Valse	Mon Ami	Gassner
Selection	The Arcadians	Caryll
Bolero (Bell Solo)	Alicante	Ord. Hume
Highland Patrol	The Wee Macgreegor	Amers

MUSIC AT THE VICTORIA GARDENS.—By kind permission of Lieutenant-Colonel H. R. Vaughan and Officers, the Band of the 1st Battalion, the Royal Warwickshire Regiment, will play the following programme of music (admission fee) commencing at 6 p. m. to-day:—

March	Hab'ns a Idee	Neidhardt
Selection	The Chocolate Soldier	Straus
Valse	Angelus	Lotter
Selection	La Boheme	Puccini
Euphonium Solo	The Bandolero	Stuart
Selection	Faust (No. 2)	Gounod
Valse	The Choristers	Phelps
Selection	The Girls of Gottenberg	Monckton
Sketch	Mumblin Moss	Thurban

H. H. SCINDIA OF GWALIOR.—His Highness the Maharaja Scindhia of Gwalior arrived in Bombay yesterday, accompanied by twenty followers, and all are residing in his bungalow at Hornby Vellard during his stay in Bombay.

ALLEGED BREACH OF TRUST.—The manager of Khan Bahadur B. M. Bhimadiwalla's liquor and opium shops has alleged to the police that his clerk Chhotalal has recovered outstandings, amounting to Rs. 588 without authority and has since absconded.

DEATH OF A PLEADER.—A correspondent, wiring from Alibag, yesterday, says:—Mr. Govind Baba Gurjar, a well-known retired and successful pleader of Thana, died yesterday at Alibag, his native place. As a mark of respect the schools were closed on the day of cremation.

INFANTICIDE.—The Coroner, Mr. G. F. Chalk, yesterday, held an inquest touching the death of a newly-born male child. It appeared from the evidence that the body of the child, tied in a piece of cloth, was discovered in a gully in Khoja Street by a municipal sweeper. The Police-Surgeon in his report, stated after making a "post mortem" that in his opinion death was due to strangulation. The jury returned a verdict that death was due to strangulation but by whom and under what circumstances there was no evidence to show.

RIVAL SOAPS.

Mr. A. H. S. Aston, Chief Presidency Magistrate yesterday, disposed of the case in which Messrs. Chiozza and Tuchi, soap manfacturers of Italy, prosecuted a local merchant for importing and keeping for sale soaps alleged to bear a counterfeit mark. It was alleged that Mr. Nagindas Shroff, a partner in the Eastern Asia Trading Company, had imposted "Saturnus" soap, the boxes and wrappers of which bore labels which were colourable imitations of those of the complainant's soap known in the market as "Salutis," and that since the accused put the other soap on the market its sale had been affected. His Worship discharged the accused, but ordered the wrappers and labels bearing the counterfeit mark to be destroyed.

MORTALITY IN BOMBAY.

The following statement shows the total mortality and the incidence of plague in the City of Bombay, reported froms 6 a.m. on the 2nd May to 6 a. m., on the 3rd May:—

	Plague attacks.	Plague deaths.
Total	21	20
Same date last year	48	45
Total mortality for to-day from all causes		114
Same date last year		314

BOMBAY NATURALISTS.

Recognition by the Madars Government.

It is announced that the Madras Government has made a grant of Rs. 2,500 from the provincial funds in aid of the work of the Bombay Natural History Society, which has undertaken a systematic survey of the mammals of India, Burma and Ceylon. The total amount so far obtained for this survey is Rs. 29,500, out of which some Rs. 10,000 has been spent.

Two collectors are at work, Mr. G. C. Shortridge, who has specially come out from Home and Mr. C. A. Crump, and from the experience already gained the Society thinks the work will take at least four or five years to complete.

Some account of the survey and the progress, which has already been made is contained in the last issue of the journal of the Society published on March 31st last.

Mr. R. C. Wroughton F. Z. S. in this volum:—

It is clear that if any advance in the systematic mammalogy of India is to be made, not only series of specimens of each animal from each of a great number of different localities, in which the local conditions differ, are necessary, but especially so from those localities, whence came the specimens to which names were given by the workers of the last century. The only chance of obtaining such series of 'topotypes' is a systematic collection by an expert giving his whole time and intelligence to the work. The Bombay Natural History Society, recognising this, has organised a fund to meet the cost of a Mammai 'Survey' of India. Mr. G. C. Shortridge, who has already done good collecting work in Australia, Java, Borneo, &c., has recently left England to take part in this survey. While Mr. Crump, who was on the spot, has already begun work for the Society, the first fruits being the collection from E. Khandesh with which this paper deals.

It is not expected nor intended that this survey shall cover the whole field of mammalogy in India. Its object, is to obtain a solid framework foundation of knowledge on which to build. The desirability of further collections by private individuals will not be lessened but increased. for we shall have obtained data which will enable us to deal with specimens so collected. The observations of field naturalists are quite useless, unless they can be associated with the exact name of the animal under observation. I am insisting on this point because several members of the B. N. H. Society have expressed to me disapproval of the idea of the employment of paid collectors, which they held would take from private individuals an interesting hobby, whereas, if rightly regarded, it will add interest to their hobby. I trust that one result of this survey will be to bring in many recruits to the study of mammals, and also additional members to our Society.

The area in which the present collection was made lies along the border where the Khandesh District marches with the Nizam's Territory. The boundary, for the most part, is a range of low ghats covered with scrub jungle, the plains above and below being mostly black alluvial soil growing chiefly cotton and jowari, with occasional patches of babhul forest—noticeably at Ghodasgaum on the Puraa River. The collection is by no means completely representative, it consists of 152 specimens (including 10 in spirit) which I have been able to allot to 27 species in 23 genera. I think the Society owes a debt of gratitude to Mr. W. S. Millard and Mr. N. B. Kinnear for the hard work which they have cheerfully put in, in collecting funds for and organising this "survey." I wish to offer the Society and them my personal congratulations at the very promising results yielded by this the very first collection made.

In another paper entitled "Some New Indian Rodents," Mr. Wroughton describes some new Indian specimens, which are at present unnamed, viz., a hare from Khandesh and "a most interesting long-tailed mouse, which I can refer to no known genus." The hare is described as being pinkish buff in colour, much mixed with black, and pure white on its under side. There is also white on the cheeks and chin, and greyish white hairs tipped with black on the lower back. The tail is blue-black above and white below. The other new species which has been named Cremnomys Cutchicus in honour of the Rao of Cutch in whose territory it was discovered, or the Cutch rock-rat, is described as having long soft and silky fur and as being generally drab in colour.

An appendix to the first report on the survey states that Mr. Crump, who went to Cutch after finishing his work in the Berars, obtained there 350 specimens. After that he returned to Bombay and in October started for the Central Provinces and up to the end of December had obtained some 167 specimens.

Mr. Shortridge, arrived in India in October last and at once commenced work at Dharwar.

The Society expresses its obligation to Mr. R. M. Phillips, the District Superintendent of Police at Dharwar, for the invaluable assistance he has given to Mr. Shortridge, who in writing says that in consequence of Mr. Philipps' assistance there has been no dearth of specimens from the first, whilst every difficulty has been removed. Mr. Shortridge obtained some 571 specimens from Dharwar, Devikop, Gadag and Potoli, all in the Dharwar district.

Mr. Shortridge went on to North Kanara and is now in the neighbourhood of Mysore.

WRONG IMPRESSIONS.

"The Field," continues this appendix, commenting on the progress of this survey in their issue of the 10th February states: "So far therefore as the Survey has hitherto extended, it tends to show that India has been thoroughly well worked in respect of its mammalian fauna: most of this work, it should be remembered, having been accomplished by amateurs. Such a statement as this is not calculated to help the Society in the work they have undertaken nor is it fair to draw such general conclusions from the first report of the Mammal Survey. A glance at the original prospectus issued by our Society in connection with the Mammal Survey would have revealed the reasons why it was undertaken, not to try and discover new species, but because "no systematic collection of the mammals of India has been made since the time of Hodgson Horsfield, Elliot Sykes, Jerdon, and Blanford' * * * * a few private volunteers, Colonel Ward, Major Dunn, Major Magrath, Mr. Whitehead and others, have lent a helping hand in recent years, but progress in this manner has been necessarily very slow." The lack of specimens of Indian Mammals in the National collection at the British Museum (National History) South Kensington, is deplorable, and it is with the idea of helping our own collections as well as that of the National collections that the Survey was resolved upon by our Society. The Survey was not undertaken merely to obtain new species, otherwise we should not have commenced by sending our Collectors to Khandesh and Dharwar, and Mr. Wroughton from the British Museum (Natural Hist tory), writing on 5th February 1912, says, "the topotypes in the Dharwar lot are invaluable, the first really firm foundation we have had.

THE Secretary of State for India has sanctioned the creation of a permanent and pensionable post of lady assistant to the Courts of Wards of the newly constituted provinces of Bengal, Behar and Orissa and Assam. Thus what Miss Cornelia Sorabjee has been working for the past five years will now be formally confirmed.

RADIO-MEDICINAL WATER.

The benefits derived from the use of radio-medicinal nature water cannot be too generally known by those who are compelled—from choice or otherwise—to reside in tropical countries. For cases of liver, gout and kidney disorders—so prevalent in India—for indigestion or dyspepsia, for chronic constipation, and all derangements of the functionary organs, a safe. reliable, and sure remedy is found in "Arabella" the only natural water possessing radio-activity. It relieves quickly; a short regulated course will cure. There is no disorder, inconvenience, purging or griping; confinement or unusual restriction in diet or habits, being unnecessary when taking a course of "Arabella". Specialists and medical men strongly recommend it in cases of obesity, and fatty degeneration. It ensures against appendicitis. The "Medical Times" says:—"Arabella", better adapted than many others (medicinal waters) for the treatment of the conditions above mentioned, and this has been corroborated by practical experience." "Arabella can be obtained through all Chemists and Stores.

CORRESPONDENCE.

Lancaahire Men in Bombay Mills.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—"Capital" in his remarks about Bombay mill managers, states that English mill managers of high scientific attainments are rare in Bombay. The Lancashire man is not generally a scientific man, so much as a practical man. He believes in doing and not in talking about things. You speak of the men, sent here from England, and say they are not of the best. I speak from home knowledge, when I say that the striving practical young men from the Scientific and Mutual Cotton Classes have given themselves for India's service. But how has such service been received? I leave you to answer that. Remember, when a man lands in India, he has Indian ways to learn, and if you so tantalise him that his bed becomes one of thorns, he will soon say. "John Willie Coom On" Of course what a Parsi would say, I leave blank!

Of men who have left India in disgust, I can name many, who are filling the highest positions at home to-day, and at the most successful concerns. As to the Lancashire man and his conduct, that is known all over the world, especially at the most well-known seaside pleasure places. Do you not think here in India you rub him the wrong way and look too much for his faults. For in the man are built up real grit, doggedness, and perseverance. The new born Lancashire man always knows, that he is welcome at home, and if the Parsees and other natives can manage without a Lancashire man—well, a Lancashire man can manage without both.

"AN OWDHAM LAD."

THE BANK OF BURMA, LIMITED,

TO THE EDITOR OF THE "BOMBAY GAZETTE"

SIR,—As individual inquiries are made by the shareholders and depositors of the above Bank from different quarters, I shall feel obliged if you will kindly publish the following few lines in your paper for the information of the creditor-shareholders of the above Bank.

The Bombay Committee registers the claims of all the depositors and persons with current or savings accounts, on their sending full particulars of their claims together with a contribution of 4 annas per every 100 Rs. or a fraction of Rs. 100. Those who have already paid their contribution of 2 annas per 100 Rs. will kindly send a contribution of 2 annas per 100 Rs. only.

A separate register has been kept for the shareholders to register their shares with the Committee, and they can do so either on signing an entry in the said register specifying the number of shares and the share Nos., or by writing to the undersigned giving full particulars of their shares. The shareholders have not to pay anything for getting their shares registered with our committee.

I have to request further that all communications on this subject may be kindly addressed to me to my office address and the contributions be also paid in the office of Messrs. Madhavji Kamdar and Chhotubhai, 121 Esplanade Road, where I havemade an arrangement for confidentially registering all the claims.

I have been compelled to write this because several persons who attended in order to register their claims intimated to me that they had been to my place to get their names registered, and these are being registered by me in the office of Messrs. Madhavji Kamdar and Chhotubhai opposite the High Court premises.

Up-country creditors are requested to send in their contributions by money order giving full particulars of the nature of their claim and the number of shares they held, mentioning also the share Nos. and their full postal address to enable me to communicate with them in future, in case any occasion arises.

On payment of the above contribution towards the committee's expenses the interests of all such creditors and shareholders will be represented by the Bombay Committee in all matters arising in the liquidation of this Bank.

W. S. HALAI,
Honorary Secretary.

Bombay, May 2.

DOUBLE INCOME TAX.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Since the decision of the House of Lords in the De Beers case the Inland Revenue Authorities in the United Kingdom have spared no pains to apply the principle of assessing profits wherever made if the business is controlled by the proprietor living in the United Kingdom and in many cases where one of the partners is so residing.

We have dealt successfully with a large number of cases where the proprietor or one of the proprietors of a business carried on in India has been assessed to British Income Tax in respect of profits. We have had an unbroken experience of upwards of 22 years under the same management of dealing with intricate Income Tax cases and are therefore in the unique position of advising as to the extent of the liability, if any, to British Income Tax. The question is one of great importance as the payment of double Income Tax is a heavy charge upon income. It is therefore essential that all who are asked to make a Return for Assessment or who have been assessed to British Income Tax should consult us when they may rely that they will not pay a penny that they are not legally bound to.—Yours, etc.

E. MONTAGUE,
Secretary.

The Income-Tax Adjustment Agency, Limited. 19th April, 1912.
9, Poultry, Cheapside, London.

BOMBAY AMUSEMENTS.

EXCELSIOR CINEMATOGRAPH.

A very strong programme is announced for this evening at the Excelsior, the management having secured some very fine pictures. The outstanding feature will be a brilliant film-play "His country before all". The rubber film will no doubt prove a great attraction to those interested in the great industry. "The Little Station Agent" promises to be a real Edison thriller, and with the grandeur of the Canadian Rockies as a background it will he a sure winner from start to finish. The popular comedian, M. Prince, will present himself in a gay and brisk little comedy, entitled "I am a thief." The programme will also include the great topical film of Miss Harriet Quimby, the first lady to pilot an arroplane across the English Channel.

AMERICA-INDIA.

How a young and intrepid man possessing extraordinary physical powers disregards a supremely beautiful American lady only for the sake of his love for his cousin will form the principal feature of the new programme at America-India to-night. An American beauty publicly declares that whoever enters the cage of ferocious animals and comes back safe and sound shall win her hand. Many candidates are out for it, but nobody ventures to enter the cage; but bold Harry, the hero of the star film to be thrown on the screen, fewlessly enters, passes the ordeal and after subjecting the wild beasts to his will, returns triumphant to the lady. The scenes in the picture will be most attractive to those who would forego wealth for feelings of true love. Among other films "The old Cannon" will undoubtedly produce the heartiest merriment among the audience and "In the hands of the Tartan Robbers" will give anidea as to how truest justice is given by a just king to his humblest and poorest subjects.

FAMINE RELIEF IN INDIA.

(FROM OUR CORRESPONDENT.)

SIMLA, MAY 3.

Crop telegrams from all parts of India show that the agricultural prospects continue unchanged and so far favourable. There was a fall of famine relief figures and the total fell from 111 059 to 17.594 Bombay Presidency had 78 924 persons on relief, Kathiwar 7,746, and Central India States 10,924.

DIVINE SERVICE.

Bombay Churches.

4th Sunday after Easter.—5th May.

THE CHURCH OF ENGLAND.

The Cathedral (S. Thomas the Apostle), Church Gate Street. Clergy: Rev. W. A. Sawtell; Senior Presidency Chaplain and Rev. C. D. T. Mason.—7 a.m., Holy Communion; 7-45 a.m. Matins: 8-30 a.m., Holy Communion—Choral.—Tours in C. Hymns—524, 138, 322, 202. 5-30 p.m. Children's Service; 6-30 p. m. Evensong and Sermon. Canticles—Tours in F. Hymns 290, 225, 537. Collections for the Cathedral High Schools. Daily Matins at 7-15 a. m. and Evensong at 5-45 p. m. Daily Holy Communion at 7-45 a. m. On Wednesdays, at 6-30 p.m. Choral Evensong.

Christ Church, Byculla—Clergy: Rev. W. J. M. Kennelly Senior Chaplain, and Rev. J.B. Glass.—7 a.m., Holy Communion; 8 a. m., Matins; 8-45 a. m. Choral Holy Communion; 5-15 p.m., Children's Service; 6-30 p. m., Evensong and Sermon.

S. John the Evangelist, Colaba.—Clergy: Rev. G. F. Harvey. 7-15 a. m. and at 8 a. m. Holy Eucharist; 9-30 a.m., Parade Service; 5-30 p.m. Sunday School; 6-30 p.m. Evensong and Sermon. Week days.—Daily 7-30 a. m. Holy Eucharist Wednesday 8 a. m. (Sung); Daily 8-30 a. m., Matins; Daily 5 p.m. Evensong; Thursday 6 p. m. Army Guild of the Holy Standard and St. Helena. Lantern Service 8 p.m.

Emmanuel Church, Girgaum—Clergy: Rev. Canon Heywood; Rev. J. H. Robinson; Rev. T. W. Sharp—8 a.m. Morning Prayer, and Holy Communion, 6-30 p.m., Evening Prayer, and Sermon. Collections for the C. M. S. Western India Missions.

St. Paul's Church, Kamatipura, Forss Road:—Priest in charge, the Rev. Arthur French, M.A., Superintending Missionary S. P. G.; Assistant Priest, (Tamil Congregations), the Rev. Jas. Martin; Churchwardens: Hindustani, Vacant; Tamil, Mr. A. G. Joseph.—Sunday—7-45 a. m., Morning Prayer (Urdu); 8-30 a. m. Holy Communion (Urdu); 10 a.m., Morning Prayer or Holy Communion, (Tamil); 3-30 p. m., Sunday School; 4-30 p.m., Evening Service (Urdu). Daily Services (Urdu), 7-30 a.m., and 5 p.m.; The Holy Eucharist is celebrated on Saint's Days and Holy Days at 7-30 a.m.

All Saints, Malabar Hill.—Services at this Church have been discontinued for the present.

S. Mary the Blessed Virgin, Parel.—Clergy Rev P. Eykyn.—8 a.m. Holy Communion; 8-45 p.m. Matins; 5-15 p. m. Sunday School and Bible Classes; 6-30 p. m., Evensong and Sermon. Preacher: Rev. P. Eykyn.

S. Nicholas Church, opposite Prince's Docks. Chaplain Rev. A. F. Loney, B. A.—11 a. m., Morning Service and Holy Communion; 7 p. m., Evensong and Sermon. Week day Service—Daily 7-45 pm.

Holy Trinity Church, Hornby Road. Clergy; Vacant—8-30 a.m., Holy Communion; 6-30 p.m., Evensong and Sermon.

Holy Cross, Umarkhadi (Chapel of ease to S. Peter).—Clergy: Rev. Father Moore; Rev. Jivan Londhe, 6-30 a.m. (English); 7-30 a.m. (Marathi); 9 a.m. (Gujrathi) 4 p.m (Canarese); 6-30 p.m (Marathi).

Church of the Good Shepherd, Dharavi.—Priest in charge, Rev. J Martin.—Services: Sundays, 6 a.m., and 6 p.m. Week days.—Wednesdays and Fridays evenings, Good Shepherd School.—Mr. Dason.

American Mission Church (Congregational). New Nagpada Road, Byculla—4-30 p.m., Marathi Services (Rev. J. Malela); 6 p.m., English Service (Rev. W. Hazen).

St. Peter's Mazagon.—Clergy: Rev. Fathers Biscoe and Tovey.—6-30 a.m. Holy Eucharist; 7-30 a. m. Matins; 8 a. m. Choral Eucharist; 10-30 a.m. Children's Service; 6-30 p.m., Evensong and Sermon by Father Tovey. Alms for the Poor.

ROMAN CATHOLIC.

R. C. Cathedral, Kalbadevie.—Vicar: Rev. Dr. B. De Monte. 7 and 8-30 a.m., Masses; 5-30 p.m. Evening Service.

Holy Name, Wodehouse Road.—Clergy: The Jesuit Fathers. 6 a.m.; 7 a.m.; 8 a.m.; 9 a.m.; 6-30 p.m.

Garrison Church.—St. Joseph's.—Colaba—Chaplain, Rev. D. Ll. Lloyd-Thomas, M. A. Oxon:—Sunday, 8 a.m. Mass and Sermon; 6-30 p.m. Service of Benediction. Week-days, Mass at 7 a.m

S. Ann's, Byculla.—Clergy: The Jesuit Fathers Vicar: Rev. Father Hutmacher, S. J. 6-30 a.m.; 7-30 a.m.; 8-30 a.m., 6-30 p.m.

Rosary Church, Mazagon. Vicar: Rev. M. X Gomes.—7 and 9 a. m. and 5 30 p. m. Sunday Services.—Week days 7 and 7-30 a.m.

Gloria Church, Mazagon.—Vicar: L. C. Pera. House of Mass, 5-30, 7 and 9 a.m. Benediction, 6 p.m.

Holy Cross Church, Lower Parel—Clergy: Rev. P. E. Saldanha and J. A. Gomes. 6 a.m., Mass; 8 a.m., High Mass, 6 p.m., Benediction.

Church of N. S. de Salvacao, Dadar.—Vicar: Rev Thomas Henrigues. 6-45 and 8 a.m., Low Masses.

Cavel Church (Our Lady of Health). Vicar: Rev. M. D'Sa.—Mass 7 and 8-30 a.m.

Church of St. Francis Xavier, Dabul (Borrow's Lane), Girgaum Road.—Vicar: Rev. Fr. J. N. Coutinho.—5, 5-30, 6-30, 7-30, 8-30, 9-30 and 10-30 a.m., Masses; 6 p.m., Benediction.

St. Teresa's Chapel, Girgaum Tram Terminus.—Chaplain: Rev. D. Remedics.—6-30 a.m., and 7-30 a.m. (Children's Mass); 8-30 a.m.; 5-30 p.m., Evening Service.

Mount Mary's Chapel, Bandra Hill. Bandra.—9-30 a.m., Mass.

Chapel—Our Lady of Dolours. New Sonapur—Chaplain Rev. Daniel X. Fernandes, 7 a.m., Daily Mass; and on Sundays, 6 and 8 a.m. with Benediction of Blessed Sacrament.

PRESBYTERIAN.

Church of Scotland (St. Andrew's Church), Apollo Street. Fort.—Chaplain: Rev. J. Cameron. 9-30 a. m., Morning Service; 6-30 p. m., Evening Service. Psalm 118. Hymn: 191, 5 9, 226.

United Free Church of Scotland, Waudby Road.—Minister: Rev. A. S. Crichton. 9-30 a.m., United Service; 6-30 p. m., Evening Service. Preacher: Rev. A. S. Crichton. Psalm, 95, 103. Hymns, 454, 228, 417.

Amroli Presbyterian Church (in connection with the U. F. C. of Scotland,) Girgaum Back Road, near the Girgaum Post Office.—Minister: The Rev. M. B. Nikambe.—Morning Service (English) 8-30 a.m. Preacher Rev. Dr. Machichan, D.D., L.L. P.; Evening Service (Marathi); 4-30 p.m. Preacher: Rev. M. B. Nikambe.

METHODIST.

Taylor Memorial Methodist Episcopal Church, Clare Road, Byculla. Pastor: Rev. C. B. Hill 8 15 p. m., Sunday School; 9 30 a. m., Morning Service at 7-30 a. m. Evening Service, 8-30 p. m. Men's Social Hour.

Wesleyan Church. Colaba Causeway.—8-30 a. m. Preacher Rev. R. O. Jenkins; 6-30 p.m., Preacher: Rev. J. T. Edwards; 5 p.m., Sunday School; 9 to 10 p. m. Social Hour. Institute open every evening in the week.

Wesleyan Church, Victoria Gardens.—10 a. m., Preacher: Rev. J. T. Edwards; 6-30 p.m. Preacher: Rev. R. O. Jenkins; 5 p.m., Sunday School.

Bowen Memorial Methodist Episcopal Church Lansdowe Road, Apollo Bunder—Pastor: Rev. A. N. Warner. 11 a. m. Morning Service; Subject—"Examine yourselves whether ye be in the Faith." 6-30 p. m., Evening Service. Subject—"The Nature and importance of Christian Education," 9-45 a. m. Sunday School.

BAPTIST.

Bombay Baptist Church (opposite the Post Office Middle Colaba)—Minister Rev. H. E. Barrell 9 a. m. Morning Service, (Rev. H. E. Barrell); 6-30 p. m. Evening Service. (Rev. H. E. Barrell.) 5 to 6 p. m. Sunday School.

ONE dose of SQUIBB'S AGUE SPECIFIC, is generally sufficient to bring down fever. It needs but perseverence to effect a permanent cure in the most obstinate cases. SQUIBB'S AGUE SPECIFIC is a Tonic for the heart and will not effect the system, if taken any length of time. Beware of imitations? Of all Chemists.—MADON, SONS & Co, Crawford Market, Bombay.

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Are you pale, weak, easily tired, and do you lack nerve power? Ask your doctor if Ayer's Sarsaparilla would not be good for you. He knows, and will advise you wisely. Not a drop of alcohol in this medicine. It puts red corpuscles into the blood, gives steady, even power to the nerves; and all without stimulation. Make no mistake. Take only those medicines the best doctors endorse. Ask your own doctor.

Ayer's Sarsaparilla

Prepared by Dr. J. C. Ayer & Co., Lowell, Mass., U. S. A.

CONSTIPATION.

IT LEADS TO MANY DANGEROUS DISEASES.

Constipation is a serious complaint, because it leads to many dangerous diseases. The waste in the bowels ferments and turns poisonous, making the blood impure, and the impure blood carries disease throughout the system. You feel tired and drowsy, heavy and faint. Pimples and blotches break out on the skin. You grow feeble and pale, and your eyes are dull and lustreless.

After meals—no matter how little you eat—there is an uncomfortable feeling of fulness, and at last you turn against any kind of food.

The breath is offensive, the tongue furred, and there is a bad taste in the mouth. Now and then you have bilious attacks and violent headache.

If the bowels do not move easily and regularly at least once a day, take a thorough course of Doan's Dinner Pills until the regularity of the bowels is restored, for the longer you are costive the greater is your danger of the dread diseases which often develop suddenly from neglected constipation.

Doan's Dinner Pills gently restore an easy and natural motion to the bowels; they cleanse and tone the sugglish liver, and leave the digestive system clean and active. This medicine is guaranteed purely vegetable, and it does not gripe or bind.

As. 4, 8, and 12 per bottle; all dealers.

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THE TRIALS OF ECZEMA.

The torment of eczema is only too well known to the unfortunate sufferer. As soon as he gets warm in bed the skin begins to itch intolerably, and he can scarcely resist tearing open the skin of the affected parts.

Eczema on the hands and face is not only disfiguring and irritating, but it may spread rapidly.

Doan's Ointment is the best salve known. It is cooling and soothing, and the first application gives relief. As the ointment is continued with, the itching subsides and the skin gradually heals up. One tin of Doan's Ointment is nearly always sufficient to effect a lasting cure. The ointment has no equal for eczema, piles, pimples, shingles, scurvy, or any itching skin complaint.

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MAKE BIG BALD SPOTS.

Dandruff, Falling Hair, Itching Scalp and Baldness All Caused By Dandruff Germs.



If you, dear reader, could work as ceaselessly, as persistently and vigorously night and day as doth the little dandruff germ, your vaults would be full to overflowing with yellow gold. The proverbial little busy bee is a cheap piker alongside of the dandruff germ when it comes to work. If you have dandruff to-day and don't start an energetic warefare on the germs that cause dandruff you have a fine chance of sitting among the bald heads before many years.

Fight the enemy with Kaminia Oil. Tomson and Co., guarantee it to eradicate dandruff destroy the germs, stop itching scalp, and falling of the hair. A finest dressing for the hair delightfully perfumed too. Re. 1-0-0 per bottle. V. P. P. extra. Be cautious against imitations and get only Kaminia Oil. At Tomson & Co., Kalbadevi, Bombay.

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Are the Best in the Market, having been picked and blended by an Expert

A CHOICE CUP OF TEA
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WHOLESALE AGENTS

Victoria Terminus ... Hummum Street, Fort.

LIVING IN A SMALL WAY.

(By Pestonji Dorabji Khandalawala.)

"Our law must be without us or within," says George Eliot. It is the 'law without us,' that makes living in a small way impossible. We have learnt to tamely submit, to certain social fitnesses, and proprieties. A becoming respectability is our bugbear. Not to conform to it is not to go with the stream. In the absence of suitable furniture, and complete dinner service, we must rest content to be one of the magnificent constituency of mediocrities enveloped in their obscurity. There must be no looking forward to genteel visiting, to invitations to entertainments, dinners, and gatherings, to seeing our names in papers in the list of invited guests, or of those present on the platform, or the pier to receive or give a hearty send-off to notabilities. The 'law within' which does not depend on particular economic or social conditions, but upon the soul, makes living in a small way a possible ideal, the object of our resolution, the aim of our practical energy, bringing relief to thousands of our fellow-men, suffering the consequences of a too artificial life. Truly speaking, every stride in the path of enlightenment and justice ought to make for it. But

WHAT HAVE WE INSTEAD?

From birth to death, a struggle amid endless complications. Nothing is inartificial any longer: Thinking, acting, amusing, not even dying. With all this, machinery now in use, and such perfected means of action, why have we added a mass of difficulties to life, and cut off many of its pleasures. Where is the increase of independence, and the decrease in the competition for worldly possessions, as the natural outcome of our stunning progress? Have we realised a higher standard of morality. Has happiness come to pass or social peace, or energy for good? Never has the question of living been more acute than now when we have been better fed, better clothed, and better lodged. Material good forms our prime care. To take stock of it in all its luxurious development, we have but to note the rich. They live in an easy profuse way with pretentions parade, suffering silly fashions to obtain and be daily brought in vogue for which scarce any reason can be assigned, than the humour of some conceited vain creature.

WAS FASHION EVER DEVISED

expressly for the fat woman or the lean purse? Since we must all dress why not invent dresses that are widely adaptable—to different materials to different occasions, to different human types? It would purge our streets, and places of resort of many a sorry and sordid spectacle, and would in that sense be an aesthetic service both particular and public. There is something peculiarly bitter in watching the superseding of a mode that wholly suits one. This infection spreads easily among those who hanker after seemly belongings and amusements than they have ready money for. These set aside all family habits and traditions and the children have no standard of economy. In their own hopefulness lie ample funds at the disposal of the young people. They expect the mysteries of luck or the greater mystery of their high individual value to bring about agreeable issues, consistent with their good taste in costume, and general preference for the best style of thing. It is when mamma's running accounts with trades people outrun the capacity of papas' pocket, and there is bad weather within doors that, a chill drives away all cheerful sense of their getting what they want without any question of payment. Thus there infiltrates into every social grade a general state of agitation more or less intense, a state of mind that has much in it of petulance, the humour of spoilt discontented children. To unfetter, liberate, and

RESTORE TO HONOUR TRUE LIFE

we must set our face against ambition, avarice, and the love of unwholesome pleasure. There will then be less of cowardice in adopting a simple style of living, and a more rational and less luxurious standard of the needed or the fitting. The chain of disorders now so galling to a life of of placid content, and intellectual serenity can be broken by both public and private education. If we pause a while in our breathless and unceasing race of equalling those to whom fortune has been more bountiful, and watch their mad gallop leaving a dusty track behind, we shall soon see that we are sailing on a wrong tack. How little there is in the power of riches needs no demonstration. Can they give beauty to the deformed, strength to the weak, or health to the infirm? If they can why are there so many ill-favoured faces dressed in the height of fashion, from whom no barber, tailor, nor bootmaker has the power to take away the ignoble stamp? Why so many feeble wretches languishing in their coaches and mansions! If anything they swell the heart with vanity, puff up the cheeks with pride, shut the ears to every call of virtue, and our bowels to every motive of compassion. Have we ever known the rich acknowledge with a smile, the timorous bow of a needy relative, a quondam friend, or acquaintance, whom they take for a blot, as it were on their escutcheon? A well-to-do myopic gentleman grows more so, when happening to be very near, as not to mistake, a person of modest means of his aquaintance. But a person of rank or distinction at a distance clears the mist off his eyes, and he advances gushingly to accost him. Passing their lives in a self-centred trance, they will not only not offer the warmth of their heart to those of their kith and kin shivering in the cold, but astound us by telling that they have not enough for their own wants. And yet their purses are drained by a superfluity of domestics, dinners, dresses, equipages and finery. This drain if led into proper channels would light up dark lives, relieve distress, and bring tears of happiness in families pursued by mischance. It was amusing to be seriously told by a millionaire that, he had not known the middle class come forward with their charities. How he would have winced had he but known that one of a small competency was silently doing good by helping among others a widow relative of his proud under her reverse, and above revealing her wants, and privations! How long will it be, before we shall learn that for every wound which betrays itself to the sight by scar, there are a dozen unseen mutilations crippling our character clear to observant eyes!

IS THIS REFINEMENT?

It is, if keeping the drawing room clean, and the private apartments not peered into by visitors a muddle, is stylish living. Or, if the coarse sense, coarse speech, and coarser behaviour characterising those who would bear us down by their sumptuous show off is decorous upbringing. Let not the man with the modest menage lose heart. Have not we been taught severely enough, however unwilling we may be to learn, by the moral and economic ruin around us that our civilization splendid as a material fabric is hopelessly in peril without the spiritual police of sentiments? Let him then live his life in a small way, with few needs, and fewer desires, and remain a man, remembering that the kernal of human progress is moral culture. Let him keep his eye on his course, his struggle, his honour, and to do so the better let him simplify his baggage. The more lightly equipped the lighter for his purse, and the readier for every emergency and shift. Let him not be ashamed of his sofa-bedstead, his escritoire, or his renting a pair of back rooms in an out-of-the-way street. The shame cannot be his, but of those of his well-off relatives and acquaintances who profess to esteem him, and yet cannot muster courage enough to call. Were a large number to share in common this spiritual notion of living in a small way as a superiority to be striven for, the false shame and the host of trivialities which harry many modest people would soon cease, and the ideal of the true, the just, the good animate their hearts. What is needed is an alliance of effort for moral action to save and preserve one's manhood irrespective of his means. Then the cynics challenge to the captain in clinking boots may well be flung by him at the frivolous rich with their delusive temptations, "out of my sight."

BOMBAY PORT TRUST.

PILOTAGE STATEMENT.

.....	For week ending 16th April 1912.	Total from 1st to 16th April 1912.	For week ending 16th April 1911.	Total from 1st to 16th April 1911.
Vessels piloted into Harbour.	32	75	28	65
Vessels piloted out of Harbour.	29	75	22	71
Vessels transported	22	51	23	51
Vessels attended to	2	5	1	4
Vessels warped	4	5	3	5

By appointment to H.M. the King.

Lemco

The original and only genuine Liebig Company's Extract of Beef.

It has long been known that LEMCO is not only perfectly digestible in itself, but it enables one to get much more nourishment from other foods partaken of.

Its action on the digestive system is tonic; for instance, many children and dyspeptics who cannot digest milk can do so if a little Lemco be added to it. There are many valuable uses of Lemco besides the making of beef teas and the strengthening of gravies and soups.

LEMCO, Thames House, London, E.C.

NEW FICTION.

The Coward, by Robert Hugh Benson (Hutchinson and Co.)—This book deals with the painful problem of a boy who is secretly conscious of cowardice, and fears that at any moment his weakness may be discovered. He is the younger son of General Medd, a man who is unable to understand or to tolerate such a thing as physical fear. Austin, the elder brother, is a prig, much given to lecturing and to the assumption of superior airs towards his junior; he is the first to discover the flaw in Val's character, and a sentiment of enmity springs up between the two brothers. Poor Val is certainly unfortunate, he becomes the victim of numerous misadventures, each one of which serves to reveal him to the world as a craven. Once only does he rise to the occasion, when he arrests the headlong flight of Jertie Marjoribanks' horse as it bolts towards a disused quarry. He feels the gratified thrill of the hero, whose deeds have won public recognition, he wins the promise of a secret betrothal from the girl whose life he has saved. His triumph and his bliss are, however, short-lived. While in Italy he strikes a man who has insulted Miss Marjoribanks, and he is challenged to a duel. For a time he is buoyed up by the exhilaration he feels at having avenged a slight to his lady-love, and at occupying the centre of the stage, but the glow dies down, and the morning of the duel finds him cowering in bed, thinking under the bed-clothes in an ecstasy of terror at the prospect of the ordeal. Austin, contemptuous and unimaginative, goes in his brother's stead and is wounded, so that the tale of Val's cowardice leaks out and becomes known to his family. All his former weakness is as nothing compared to this ignominious retreat. Val's mountaineering failure, when he endangered the whole party by losing his nerve at a critical moment; his shaken courage after a riding accident, all these are forgotten in the tremendous disgrace which follows upon his return from Italy. Miss Marjoribanks will have nothing more to say to him; his brother and sister look at him half-pityingly, half disdainfully, General Medd is completely estranged. So two people only is the poor boy a comprehensible creature, old Betty, his nurse of former days understands the lad's mental torture, and tries to mother him as of yore, the priest, Father Maple, whose business in life it is to understand motive and intention and to interpret by these things, catches a glimpse of Val's agonized soul and of the suffering the sensitive nature is enduring. Even Lady Beatrice fails to get into touch with her son, her maternal instinct does not give her insight. The denouement is dramatic in the extreme. The book closes with a touch of lucid tragedy which will thrill the most unemotional reader. Mr. Benson has worked out his psychological problem with reality and with skill, the characters are convincing and life-like. Our sympathies are all with poor Val. How many of us who pass for brave might break down under such ordeals as fell to the unhappy youth whose career Mr. Benson has followed in this book.

The Lure, by E. S. Stevens (Mills and Boon).—E. S. Stevens strikes a new note in "The Lure" the scene of which is laid principally in London. This novel describes the manner in which a young girl, a journalist, drifts into a sentimental friendship with a married man and finally makes a journey into the "pays du tendre" in his company. Huntly Gors, the hero of Anne's first romance, is a mere adventurer, brilliant and unprincipled; he is the editor of a fashionable magazine run on unusual lines. This publication called in the book "The Orb" is easily recognizable and is faithfully modelled on its well-known original. Huntly Gors possesses a peculiar magnetism, and has feminine and aristocratic London at his feet. He does not regard his trifling affair with the impressionable Anne in a serious light and when she leaves the office or "The Orb" to marry Captain Host, Gors dismisses her from his mind, and proceeds quite unconcernedly to forget the girl. The second part of the book introduces to us Captain and Mrs. Host in their Egyptian home, and presently the villain if the piece re-appears, accompanied by his wife and his step-son, a semi-imbecile lad to whom Mrs. Gors is devoted. Anne shrinks from the re-opening of an old wound, but Huntly Gors takes a less serious view of their former flirtation. It comes as somewhat if a shock to the reader to discover in the fashionable philanderer a potential murderer, and the sinister tone of the tale becomes gradually more marked. The imbecile youth figures prominently in a ghastly scene, but we feel that we can forgive the author the means by which he makes Anne discover the real nature of her feelings towards her husband. The book is full of interest, the tragedy is well worked up, and the unexpected termination comes as a welcome relief to the tension which Gors's horrible plot must arouse in the mind of every impressionable reader.

The Snake by Inglis Powell.—Inglis Powell has selected India as the scene of his thrilling story. The tale is an exciting excursion into the realms of the occult, and describes Mr. Diana Richardson's soul becomes united to that of an immense cobra which is dedicated to the service if the goddess Kali. Diana loves John Derring who is married to her cousin Isa, and she vows herself to Kali in return for the promised bestowal of John's affection. Her machinations, however, are vain for John remains faithful to his wife, and blind to all Diana's lives. Diana enters upon a series of picturesque murders; she alternates between being a woman and a snake. As a woman she slowly poisons her unfortunate husband, as a snake she extends her area of destructiveness and exhibits a real lust for slaughter. Readers must find out for themselves the end of the story. It is told with a wealth of picturesque detail which goes far to carry conviction into the minds of even the most sceptical.

The Principal Girl, by J. C. Snaith (Methuen.)—Mr. Snaith's latest book exhibits a delightful touch of whimsicality, and is written in a style peculiarly the author's own. It deals with the love affairs of Mr. Shelmerdine, who being half engaged to Lady Adela, becomes hopelessly enamoured of the Principal Girl who plays the past of Cindrella in a pantomine. Mary, the damsel who has captured the affections of the susceptible Mr. Shelmerdine, introduces him to her grandmother, but that redoubtable old dame does not, by any means, jump at him. On the contrary she displays a critical spirit, and asks what his profession is. Mr. Shelmerdine finds the question a little hard to answer, four years in the Guards and a hazy notion of going into Parliament, is all that he can advance a claim to be considered a busy man. Grandmamma is disposed to be severe. "It hardly seems right to my mind" she says "that an old theatrical family should form an alliance with a comparatively recent peerage." So much for the ex-actress's standpoint. Mr. Shelmerdine's mother also offers determined opposition, but retires, distinctly worsted, from an encounter with Mary's dignified grandmother. The nuptials of Philip and Mary are duly solemnized, and their subsequent history is full of interest. Mr. Snaith, evidently holds a brief for 'the profession' and if all its votaries resembled Mary and her grandmother, much of the unreasoning prejudice against the stage would die a natural death. One of the most delightful scenes is that in which Philip just bears his charmer sing "Come with me to Arcadee" the author describes Cinderella's charms so cleverly, that we scarcely wonder at the promptitude with which Philip accepts the invitation.

OUR WOMEN'S CORNER.

The only British women subjects who retain their own nationality upon marriage with foreigners are the women of New Zealand and Australia. They have conserved this privilege for themselves under the new Imperial Bill by obtaining a promise from the Premier that the clause in relation to this law shall not be altered.

A stock travelling company for the production of suffrage plays has just been formed by Mrs. Marie Jenney Howe, a prominent American suffragist. There are 25 members, and all serve without pay, preferring to devote the money to the cause. The manager, Mrs. Charles Caffin, is the wife of a well-known dramatic critic.

The Men's International Alliance for Women Suffrage, the organisation of men suffragists which was formed at the Stockholm Congress, propose to hold a general conference in London next September in order to adopt a constitution and decide on methods of international action. Its president is Sir John Cockburn, its secretary Mr. W. A. E. Manasfeldt, of Halland, and its vice-president M. Ferdinand Buisson, president of the French League of Suffragist Electors.

Miss Georgina Binnie Clark, who sailed for Canada on April 12th, was one of the first to prove that women are capable of running a farm in the Dominion as a paying concern. Always a lover of outdoor life, some years ago she bought a farm of 330 acres in Saskatchewan, and devoted herself to its development, with the result that at the end of the fourth season she made a cent. per cent. profit. Miss Clark ploughs her own land, and combines a practical knowledge of scientific farming with her capabilities as a good housewife. Except at seed-time and harvest, when the employment of a labourer or two is a necessity, the entire work of the farm is cerried on by herself, with the help or her three women pupils. Her great idea is that women should vary their enterprises more than they do, and not be content with merely earning wages but should endeavour to makemoney independently as well. She is of opinion that they may achieve independence and wealth in stock and grain raising on the Canadian prairie. She advocates the acquisition of Canadian land as a sound investment for Englishwomen, and has for some years been endeavouring to persuade the authorities of that country to extend the free land grant to women as well as to men. Three pupils sailed with Miss Clark. These will undergo a seven months' training in practical agricultural work before embarking on farms of their own, "for," as Miss Clark once remarked, "it is not so much what is to be done as what is to be avoided that one must learn. The first is taught at any agricultural training college, the second can be acquired only by experience." Such time as Miss Clark can spare from her farm labours she devotes to literary work. Her first book, "A Summer on the Canadian Prairie," was published soon after she visited the Dominion, and she is now writing a book dealing with her farming work and experiences.

Mme. Nazimova, the well-known Russian actress, whom Mr. Charles Frohman will "present" to London in June, has created a record by learning English and becoming one of New York's principal actresses in two years, and a year later securing possession of a theatre bearing her name. Perhaps few people will remember that this artist, who has made so great a success throughout the United States, spoke her first few halting words of English at the Haymarket Theatre. No longer ago than 1905 she was a member of a company of Jewish refugees who fled from Russia, played a more or less successful season in Paris, and then opened in London at Terry's Theatre in the Strand.

A play called "The Chosen People" was their first production, and it was a gloomy, tragic story of Anarchy and oppression. Mme. Nazimova played the heroine. The Russian players had no success in London, and so desperate became their straits that a matinee in aid of "the Russian refugees" was arranged, chiefly by the exertions of Mr. Laurence. Irving, at the Haymarket Theatre. Mme. Nazimova appeared in a little one-act tragedy, and in response to the hearty applause spoke her first words of English, 'I thank you," in which she had been coached by Mr. Laurence Irving. The Russian players then went to America, where Mme. Nazimova won in two years her knowledge of English and a leading position in New York. It is a magnificent record of pluck, perseverance, and power to achieve on the part of a woman banished from her own land, and the name of Nazimova is one to conjure with from Maine to California. She made a special success in certain Ibsen plays, for she has a weird note in her acting that accords with the style of the Danish dramatist. Her appearance in London should be looked forward to with genuine interest, for in her Mr. Frohman brings to our notice one of his most brightly shining stars.

Miss L. E. Tarquand, founder of the Free Church League for Women's Suffrage, writing to the "Standard" says: Mrs. Despard has raised indirectly the question as to how far Suffragists should support churches. She suggests, of course, that they should transfer their money to Suffrage societies. Now in the case of Free Church of Women, this would be morally impossible unless they left the churches altogether. For these churches are supported by the rents of pews and sittings, and no self-respecting person could attend a church or use a church without giving her quota to the expenses. And to leave the Church seems to me undesirable. For, to say the least churches stand for the stable side of ethics, as well as for the spiritual side of life. Things would be worse without them. So that, better than refusing to support churches, it seems to me, is to support those whose ministers sympathise with the woman movement. There one is comparatively free from the bitterness of spirit and mental discomfort that attacks one in an alien atmosphere. In Free Churches, as in Anglican Churches, there are many such ministers. Among them may be named Rev. T. Phillips, B.A., Bloomsbury; Rev. J. Scott Lidgett, Rev. C. Fleming Williams (Secretary F.C.L.W.S.)' Rev. E. J. Barson, Penge, etc. The Free Church League might prepare a list of these to be had on application. Even when distance is an obstacle, it might be better to go when one can and support a church rather than not to go at all.

The ladies of Fiji are considering a change of fashion in loincloths. The gentlemen of Fiji are considering a change of fashion in trousers. It does not really matter that the trousers worn by one of the "boys" on beach promenade lately were much to long for him and had been patched. The thing is that there is about to be a change of fashion. A member of the firm of Brodziak and Co., of Suva, Fiji, recently in London explaining to English firms the kind of loincloth likely to make a stir in the Fijian Regent-street, and it must be admitted that the gentlemen who wear nose-rings are somewhat fickle in their tastes. At present the loincloth which proclaims the wearer to belong to the really best people is of blue jean. Last year nothing was recognised in society but a flaming red material, preferably with a floral design. Now the upper ten claim that two yards of cloth are not too much for the necessities of fashion, and when the hurricane season is over the beach of Suva will be thronged with the leaders who set the pace for the remainder of the population. When a Fijian citizen goes to town he generally wears a shirt as well as a loincloth and his womankind don a pinafore, preferably of silk. But in the country these "heavy" garments are dispensed with by common consent. At one of the fashionable promenades recently one of the young "bloods" appeared in a tall hat and a white linen collar which did not meet round his neck. He also were unspeakable trousers, and was such a swell that the whole beach was convulsed with adoration. It is to meet the demands of such extravagant dandies that English designers are now racking their brains to evolve a design at once becoming and tasteful.

You can make your own self-raising flour, by adding to every pound of ordinary flour 2 oz. of

"Paisley Flour"
(Trade Mark)

The SURE raising powder

and mixing dry. You will then have a self-raising flour always fresh and superior to anything which you can buy.

Remember—Use one part of "Paisley Flour" to eight of ordinary flour.

GEORGE GRAY

Says:

The World's Record Billiard Player



O-T

IS THE MOST HEALTHFUL DRINK.



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GOLD MEDAL & DIPLOMA. Paris Exhibition Internationale, 1909.

GEORGE GRAY'S PLAY.

This young Australian boy in play is a veritable Napoleon—iron-nerved, calm and collected. After his big breaks, when the tension of the audience bursts into wild excitement, and everybody wants to pat his back, or shake his hand, he is the coolest and least concerned person in the room. After getting the balls into position, he scores with ease and precision, without having to move more than 18 inches from the spot where he stands, and very rarely making use of a rest.

This ease in play was bemoaned by one of his opponents, who said that in making his own comparatively small breaks he had to use the long rest and the short rest, and to walk about five miles around the room, backwards and forwards, from one side of the table to the other!

As may be imagined, to possess such nerves young Gray is temperate in the matter of drink, and on this subject he thus expresses himself:—

"In order to keep in my best form, I have to be very particular in matters of food and drink, so that my nerves and general health shall always be at their best.

"At all times I drink 'O.T.' because I have found it to be the only satisfactory non-alcoholic drink, being best for my health, and this means everything to me.

"During a match I find 'O.T.' the very best beverage, because it is so warming, stimulating, and wonderfully refreshing; and being without alcohol it does not affect the eye, hand, or nerves.

"I make a point of having 'O.T.' wherever I go in all my travels and matches, because experience has proved its value to me."

George Gray's Biggest Breaks.

1,200 (894 and 269 off the red), v. E. Diggle, Nottingham, Jan. 5 and 6, 1911.
1,318 (1,314 off the red), v. E. Diggle, Nottingham, Jan. 6 and 7, 1911.
1,340 (330 off the red), v. J. Duncan, Cardiff, Jan. 28, 1911.
1,402 (*1,335 off the red), v. E. Diggle, at Manchester, Feb. 7, 1911.
†1,576, v. G. Nelson, at Southampton, March 1 and 2, 1911.
12,196 (unfinished), v. Harverson, at Holborn-hall, March 11, 1911.

*Red ball record (445 consecutive shots).
†Break record.
11,620 off the red ball, 540 consecutive shots; red ball record.

O.T. is derived from Fruits and Herbs recognised for their nutritive and beneficial properties, and having essentials favourable for the blending of a delicious, healthful drink. Agreeable to the palate, and distinguished for its favourable effects on the constitution, O.T. is an every-day beverage that can be taken at all times with happy results. It is always a safe and desirable form of refreshment for use at Home, at the Club, at the Bar.

CONSIDER THE BENEFITS YOU OBTAIN FROM O.T.

O.T. is quite unlike any other beverage—It stands alone. It has a delightful flavour of its own, and has as well that satisfying "bite" which is one of the most attractive qualities of Spirits.

Compared with other non-alcoholic drinks O.T. is well endowed with qualities which they lack—Character, Distinction, and Beneficial effects.

Although hot to the taste, O.T. is a real THIRST QUENCHER, and what is more, it is a specially SAFE DRINK in the Tropics. It derives special virtues from certain ingredients which are of recognised service in stomach troubles, and which are endowed with invaluable properties for resisting fevers, dysentery, and other imflammatory complaints.

Added to water (hot or cold), Lemonade, Ginger Ale, or Soda Water, O.T. improves the flavour and forms a blend more grateful and more powerful in allaying thirst. A dash of O.T. improves the flavour of Whisky, Schnapps, Gin or Wine in a remarkable manner, lessens their intoxicating effect, and leaves its own sweet aroma on the breath.

O.T. has excellent properties as a stomachic, and is of the greatest service in helping digestion and assimulation, and enabling you to obtain the greatest benefit from the food you eat. As a liqueur after meals O.T. has more value as a digestive than many so-called liqueurs, and not containing alcohol, its use is specially recommended to ladies.

O.T. meets the requirements of those adverse to taking Spirits, and of those often called on to take a "Social Glass" who wish to avoid the effects of too much Alcoholics or too much gassy drink.

O.T. is the SAFEST DRINK for the Tropics.
Buy a Bottle and Try It!

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The Bombay Gazette

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WILL FORMS of different kinds.

(TELEGRAMS CONTINUED FROM PAGE 7.)

TERROR IN TIBET.

Chinese Troops Advancing on Lhassa.

(FROM OUR CORRESPONDENT.)

CALCUTTA, MAY 3.

A telegram from Yatung to the *Statesman*, from its Chinese special correspondent, says that a Chinese Lama from a Lhassa monastery, passing through on his way to China, states that the Chinese have repeatedly nonplussed Tibetans in spite of the latter's overwhelming numbers. He confirms the rumours that the Chinese troops are steadily advancing on Lhassa from Batang. He says that terror reigns supreme in and about the city, that the Chinese have by breaking open the granaries obtained sufficient grain to last them for three years, and that; irreplaceable Bhuddhist treasures have been removed by the Chinese to Potala.

CALCUTTA, MAY 3.

The special Chinese correspondent of the *Statesman* writing from Yatung to-day says :—" There was great rejoicing at Pharijong yesterday on account of a reported victory of the Tibetans over the Chinese in a sortie, in which the casualties were 500 Chinese and 200 Tibetans killed. This is the Tibetan version of the affair and confirmation is awaited.

"GAZETTE OF INDIA."

(FROM OUR CORRESPONDENT.)

SIMLA, MAY 3.

LEGISLATIVE DEPARTMENT.

Mr. F. A. Slacke has resigned his appointment as Additional Member of the Imperial Council.

FOREIGN DEPARTMENT.

Major St. John is appointed Under-Secretary, Foregn Office.

Captain Anderson is posted Residency Surgeon, Gwalior.

FINANCE DEPARTMENT,

Capt. Drake, I.M.S., officiates as Assay Master, Bombay, vice Lt.-Col. Lloyd Jones on six months' leave.

Capt. Wallis, I.A., officiates as Deputy Assay Master, Bombay.

COMMERCE DEPARTMENT.

Mr. A. Shannon becomes a member, Indian Tea Cess Committee, vice Mr. Bald.

VIOLENT STORM IN CALCUTTA.

(FROM OUR CORRESPONDENT).

CALCUTTA, MAY 4.

A violent storm broke over Calcutta just after six o'clock this evening, and considerable damage was done to property. Many trees round the maidan were blown down. One huge tree in Casuarina Avenue was blown down and fell across the road completely blocking it. Branches were piled to a height of six or seven feet. A first-class taxi-cab containing three ladies, a gentleman and two children drove up and crashed into the obstruction, but forturately no one was injured. The taxi was completely smashed, and the driver was pinne t in his seat by branches, but was unhurt when released.

MILITARY INTELLIGENCE.

(FROM OUR CORRESPONDENT.)

ALLAHABAD, MAY 2.

The *Pioneer's* Military correspondent mentions the probability of Major-General Anderson now commanding Hongkong being selected later on for a divisional command in India.

POLICE COURTS.

TRAM-CAR ACCIDENT.

Before Mr. A. H. S. Aston, Chief Presidency Magistrate, Inspector Walker yesterday charged Mahavid Durga, a tram-car driver with causing the death of one Pandu Vithu, a Hindu boy, by a rash and negligent act.

It was alleged that the accused was driving along Duncan Road and the boy, who was crossing the line was knocked down and killed.

Mr. Cooper, Chief Engineer, Bombay Tramway Company, gave evidence to the effect that there was no virtual difference between the distances, in which a car could be stopped by the application of both the electrical and hand brakes, and by the hand brake alone. In the case of two brakes working together there was a material reduction of momentum of less than about two paces. Usually a driver first applied the electrical brake and immediately afterwards lost no time in applying the hand brake. There was also a special mechanical contrivance which limited the possible speed of twelve mil s an hour.

The defence was that drivers usually judged the movements of objects in front of the car on the line and when they were confident that they would moved away before the car reached them they did not pull up or reduce the speed. When the obstructionist crossing the line slackened his speed collisions were liableto occur.

The Magistrate upon the evidence before the Court discharged the accused.

FRATERNAL AMENITIES.

Yesterday at the Esplanade Police Court, before Rao Badadhur C. H. Setalvad, Third Presidency Magistrate, Inspector Walker charged Durgadas Bisheshwardas, (19) a young Hindu with the theft of Rs. 40, belonging to his brother Nandiram.

The complaint was that the boy had embraced Mahomedanism and was in bad company. To remove him from the influence of bad people, the complainant look him to his room and was preparing to send him away to his native place. During Nandiram's absence the accused removed Rs. 40. from the pocket of a coat hanging on a peg in the room.

The defence was that the accused having embraced the faith of Islam his brother was annoyed and had preferred a false charge.

For want of sufficient evidence, his Worship discharged the accused.

CHEMICALS OR DRUGS?

Before Mr. A. H. S. Aston, Chief Presidency Magistrate, at the Esplanade, Mr. P. Chakravati, of the Bengal Chemical Company: was charged at the instance of the License Department of the Bombay Municipality, with selling chemicals without a license from the Municipal Commissioner in contravention of section 394 of the Bombay Municipal Act.

The prosecution specified several articles found in the accused's stalls, and contended that they were chemicals within the meaning of the Act; Among those articles were also several bottles of syrup glycero-phosphates. The Municipal Analyser was examined as a witness for the prosecution, and he deposed that the articles mentioned in the list of articles found in the accused's shop were such as could be obtained by a chemical process and therefore they were chemicals within the purview of the section. Major Dickinson, Government Analyser, who was also examined as a witness, said that he should call these articles drugs,and not chemicals.

The Magistrate agreed with the view taken by the ast witness and discharged the accused.

aThe accused then claimed compensation.

cThe Magistrate declined to entertain the application, remarking that it was not a vexatious rosecution.

CURRENT INDIAN NEWS.

Mr. J. Mollison, late Inspector-General of Agriculture in India, who has been on leave at Home for the past two years finally retired from the service on the 5th of May.

The Madras Government have sanctioned the application of the Kurnool Municipality for a loan of Rs. 17,500 for the execution of certain improvements to the local water-works,

Subadar Sirdar Bahadur Alexander, 2nd (Q. V. O.) Sappers and Miners, left Bangalore on Saturday for Bombay *en route* to England, he having been selected to serve for six months as Indian Orderly to the King-Emperor at Buckingham Palace, a mark of distinction of which his Corps must be very proud.

A goodly company mustered at Egmore Station, Madras, the other evening, to bid farewell to Colonel A.H. Deane, late Commandant of the Madras Volunteer Guards, and Miss Deane, who left by the Boat Mail for Tuticorin, *en route* to England on a six months' visit. Colonel Deane was entertained by the Officers of the Madras Volunteer Guards at a farewell dinner at their Mess last Thursday.

Last year the Chinese merchants in Lhasa introduced Chinese stamps surcharged in English and Chinese with Indian currency for the transmissiom of their correspondence from Lhasa through India to China, With the disturbances in Tibet the use of these surcharged stamps entirely ceased, and as they were only in use for very short time the stamps now in existence should have a considerable philatelic value.

The opening ceremony of the Maharana Shri Chhatrasinhji Hindu Gymkhana Club, Mahableshwar, will take place to-day. His Excellency Sir George Clarke, Governor of Bombay, has kindly consented to perform the ceremony. The institution has lately been started, and possesses a good building with four tennis courts on a very commanding site, a little above the Yenna Lake. It has become a popular place of recreation for Hindu visitors of Mahableshwar.

Ranchi is not much of a place for Government officials from all accounts. It boasts of only one hotel—and that has not yet been opened !—and a dak bungalow of the usual regulation size. Most of the officials are accommodated under canvas and many less fortunate have had to find rest and shelter under the trees. This annoyed many, especially when the weather changed and the rain began to descend and now a number of kutcha houses built of sundried bricks are being run up for them.

The Bishop of Madras writes as follows, from St. Raphael, S. France under date the 10th April to the " Madras and Tinnevelly Diocesan Magazine " for this month:—" Our original plan was to go to Palestine on the way home, but we thought that, owing to the war, travelling in those parts might not be pleasant now ; so we changed our plans and have accepted the kind invitation of a friend to take us on a tour in his motor-car a long the Riviera through Switzerland to Paris. We hope to arrive in London about the 22nd April."

THE Committee of the Rangoon Municipality invite architects to enter into a competition for designing their new official building. Three prizes, of the value of £300, £200 and £100, respectively, are offered for the best designs, but the architect whose design is accepted will not be given a prize, as he will be rewardad in another way. A plan of the size, together with photographs of adjacent buildings, can be obtained by competitors on payment of Rs. 15 to the Chief Engineer of the Municipality on and after the 6th May.

As might have been expected, says a contemporary, His Excellency Lord Carmichael is taking an enthusiastic interest in the zoological wealth of Darjeeling. In particular the Himalayan butterfly seems to have aroused his keenest interest, and it is an open secret at Darjeeling that His Excellency is now busy collecting butterflies of the different species, and Mr. Moller, the Vice-Chairman of the Municipality,who is an authori y on butterflies, is acting as His Excellency's guide. An organised hunt for butterflies will soon be commenced and rumour has it that an arc lamp on Observatory Hill or new Government House will be used as a trap.

Referring to the never-ceasing shrill notes of the "Koil" a Comilla correspondent writes to a Calcutta paper :—" There is one here which makes life a well-nigh intolerable burden with its never-ceasing phrase of four notes. This bird also seems to suffer from Incurable insomnia, and all night long its voice is heard in the land. It is quite bad enough to hear the completed phrase every five seconds during an entire hour, but matters are infinitely worse when the unfinished refrain commences. It can only be described as a nerve-shattering, soul harrowing performance." Bankim felt almost the same way and possibly to vent his spleen on this maddening voice made it responsible for the downfall of the girl-widow "Rohini" in his Krishna Kanta's Will."

The Punjab Government in the Public Works Department has been making enquiries from the Simla Municipal Committee as to whether the Committee are prepared to finance independently of the Improvement Combined Fund, the scheme for extending transmission line to Jutogh for the supply of electrical power for the water-supply of that cantonment. The Committee have replied that they are not prepared to meet the cost of the extension from their current revenues. On the other hand, the Committee have agreed to meet, from their current revenues, the cost of providing a motor driven turbine pump at the Cherot Nala Pumping Station, adding, however. that they will not be in a position to meet any further expenditure that should properly be met from loans raised, or to be raised, for the hydro-electric scheme.

T Calcutta commercial correspondent of the *Pioneer* gives some remarkable figures regarding the aggregate Clearing House returns of Calcutta and Bombay for the years 1909. 1910, and 1911. The total for the three years for Calcutta amounted to Rs. 6,77,77 97,000 For the same period the Bombay figures are Rs. 4,86,33, 29,000, or a difference in favour of Calcutta of Rs. 1,91,44,58,000. or, say, £127,630,533. The increase in Calbutta in 1910 over 1909 was no less than Rs. 24·61 crores, and that in 1911 over 1910 showed a a further increase of nearly Rs. 35 crores, or an expansion in banking business as representing trade transactions of nearly Rs. 60 crorss in two years. Those figures are a good index of the enormous volume of trade which, in Calcutta at any rate, is practically all in the hands of Europeans,

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CATARRH, BRONCHITIS AND ASTHMA READILY YIELD TO
CONGREVE'S ELIXIR
which has beed the standard remedy for Chest Complaints since the year 1825.
86 YEARS
of continuous success—it has never been superseded. Avoid the dangerous effects of
DAMP AND CHILLS
by using this well-tested remedy. Price in England, 1/1½, 2/9, 4/6 and 11/-. obtainable from Thomson & Taylor, Bombay; Bathgate & Co., Calcutta; and Dr. Haller, Madras, and all Chemists and Stores throughout India and Burma, or from E. J. Reid & Co., 17/8, Basinghall St., London.

ARRIVALS.

Per s. s. "Arabia," May 3.

The P. and O. Co's mail steamer "Arabia," wit the English mails of the 19th April, arrived in Bombay harbour yesterday, brought the f llow n passengers :—

LONDON TO BOMBAY.

Vickers, Miss.
Warren, Mr. E. C.
Robertson, Mr. H.
Boyce, Mrs, child, 2 infants and governes.
Murray, Lt. H. E. S.
Thomas, Sub.-Lt. H. W.
Perkins, Mr. E. R.
Cooper, Lt. M. P.
Warner, Miss L.
Binnie, Mr. E. F. Mrs.
Bannerjee, Mrs. M. K.
and infant.
Sworder, Capt. F. R. F.
Montgomery, Lt. B. L.
Goodfellow, Capt. G. N. P.
Mrs. Gamble's maid, (Miss Whitingham).
Crichton, Mr. A.
Aigarwalla, Mr. M. C.
Kaulbach, Capt. H. A.
Gandy, Mr. P. J. Mrs.
Mrs. Caver's ayah.

MARSEILLES TO BOMBAY.

Wingate, Major H. F. Mrs. and infant.
Mackenzie, Mrs. M. Miss and Mr.
Wilcock, Lady.
Watkis, Maj. Genl. H. B.
Wheeler, Mrs.
Babington, Mrs. S.
Toms, Mr. J. P.
King, Mr. F. J. M.
Wheeler, Mr. S. G. and Mrs.
Bhicajee, Mr. P.
Nicolas, Capt. C. P.
Framjee, Mr. A. S.
Spence, Mr. G. A.
Baron, Mr. W. J.
Waghorn, Major N. W.
Graham, Mr. J. M.
Gamble, Col. R. N. Mrs.
Osborne, Miss P.
Nabokoff, Mr C.
Hutchinson, Lt. B. S.
Morgan, Lt. F. H. L.
Duff, Mr. G.
Davidson, Mr. J.
Shorrock, Mr. C. & Mrs.

BRINDISE TO BOMBAY.

Pillinger, Maj. R.
Murphy, Mr. R. W.
Whitlock, Mr.

PORT SAID TO BOMBAY.

Jacob, Mr. A.

LONDON TO KARACHI.

Barry, Miss O.
O'Kell, Mrs.

MARSEILLES TO KARACHI.

Beatson, Mr. E. B.
Hass, Mr.
McConaghy, Mr. H.

DEPARTURES.

Per s. s. "Egypt" May 4.

The P. and O. Co's mail steamer "Egypt" sails to-day for Marseilles and Europe with the following passengers :—

Ayrie, Mr J W
Alexander, Mrs J A and infant
Alexender, Capt W N S
Anderson, Maj W C
Andrews, Mr W H
Annesley, Capt The Hon C A J
Archibald, Mr
Ashruff, Dr M
Atkinson, Capt F St J
Bain, Mr and Mrs M R
Baker, Mr C D
Baker, Mr W H G
Baker, Mr Walter
Bald, Mr and Mrs
Barton, Mr G B
Barton, Mrs and child
Bates, Mr D H
Batliwalla, Mr H D
Bayley, Mr W E
Bealtie, Mr D H
Belts, Capt A J V nurse & infant
Bhore, Miss M
Birney, Mrs and child
Bisney, Mr J E
Blois Johnson, Maj.
Bluett, Mr C W
Boilean, Mr C
Boyd, Miss H M
Brabson, Mr F
Bridgden, Mrs S
Broadway, Mr A
Brock, Mr L E
Brockiehurst, Mr W H
Brown, Mrs A C
Brown, Mr Graham H
Browning, Maj T C
Budd, Mrs C C
Burlton, Mrs W E F
Burt, Hon Sir Henry and Lady
Byng, Miss
Cameron, Mr
Caltell, Mr J G
Carr, Capt A G
Cavendish, Capt H C
Chambers, Miss
Chase, Mrs
Church, Mr F C P
Clay, Maj J S Berti
Collie, Mr R A
Constable, Mr P
Cotton, Rev Ben·
Cox, Mr E O
Crawford, Mr F R L
Crestien, Mr and Mrs F E
Critchley, Mrs C H
Crump, Mr E S
Dallas, Maj A E and Mrs
Dalves, Mr and Mrs R and inft
Dane, Sir Richard K C I E
Dani, Mr V G
Davidson, Col.
Day, Mr
de Frenes, Mr
deHeriez Smith, Maj and Mrs G and maid
Dixon, Mrs and infant
Donovan, Major and Mrs M
Dott, 2 Misses
Doveton Smith, Mrs
Emmanuel, Mr Mrs and infant
Duff, Capt B C
Elliott, Mr B H
Engel, Mrs and child
Ewing, Rev J C R
English, Miss M
Farebrother, Mr F H
Farquharson, Mr F A
Faulknor, Lt-Col A A and Mrs
Ferus, Mr A E
Ferguson, Mr J C
French, Miss
Festing, Capt F
Field, Dr J W
Firard, Mrs H C
Fogarty, Mr R
Forrest, Mr J W
Francis, Dr and Mrs A E
Frodsham, Miss
Ferrers Nicholson, Mr E
Friend, Miss S
Fryer, Lt. Col. F A B
Furnival, Miss L C
George, Mr and Mrs N
George, Mr W (Jnr)
George, Mr W (Snr)
Garstin, Capt W
Gane, Mr and Mrs G A
Gibb, Mr and Mrs A S
Gidvani, Mr A T
Giffard, I M S Lt-Col
Goodwin, Mr and Mrs C R
Grun, Mr H C
Green, Mr R M
Green, Miss D
Green, Miss O
Greany, Mr P M
Greany, Mr (Jun)
Greener, Mr W J
Guevrek, Mr S
Gwynne, Mr C W
Hagger, Mr Cyril
Haggard, Lt-Col H
Haig Brown, Mr
Hall, Miss D J
Halliwell, Mr and Mrs S
Hampton, Mrs and Miss
Harker, Mr J
Harris, Miss
Harris, Mr H
Harvey, Mr W B
Henley, Comdr. C. B and Mrs
Halliday, Mr M A
Hadley, Mr
Hammond, Miss
Henwood, Mr and Mrs F J
Hicks, Mr A
Hirst, Mr A Norman
Hotz, Mr and Mrs F
Hounay, Mr A L
Humphrey, Mr F A W
Hunt, Mr C V
Hunter, Miss E
Hunter, Capt and Mrs F F
Hutchinson, Miss N
Jackson, Mrs T A
Jackson, Capt V F
Jansen Alves, Mr and Mrs
Jackli, Mr Fitz
James, Mr F A
James, Mr W H
Jenkins, Mrs E D
Kay, Mr J A
Kelly, Capt D
Kingsalter, Mr N H
Kingsley, Mr F
Knox, Capt R B
Kent, Miss
Knox, Mr C V
Kerr, Mr Douglas
Lander, Mr
Lamb, Mrs A
Lane, Lt-Col D T
Lewin, Mr A E
Lewis, Mr J T
Lawrie, Mr and Mrs F C
Le Rosegnol, Mrs
Lightfoot, Mr and Mrs Kenneth
Loosemore, Mr Mrs J T and 2 infants
Lowther, Mrs and child
Lumsden, Capt Walter C V O, R N
Lumsden Mrs
Lewis, Miss B M
Macbean, Maj-Genl F
Mackay, Mrs C G
Maconochie, Mrs E
Maddman, Mr A P
Maharaj, Kumar Saheb, Sarupsingi Sadashiv
Mahomed, Mr S
Malan, Mr C H
Manley, Mr J C M
Manson, Mr S D
Manners Smith, Lt-Cl J
Maud, Rev Mother Katherine
M son, Capt G K M
McPherson, Mrs D W
Mellee, Miss
Mellis, V C, C B, A D C, Brig. Genl. C J
Miller Mr H
Mirza, Mr A
Mitchell, Mr F J
Moore, Mr and Mrs T D
Moores, nurse, infs & Mrs
Mules, Mr and Mrs H C
Murray, Mr K D
Murray, Mr R D
Melles, Mr
Mott, Mrs Guy
MacQueen, Mr W P O
Masken, Mr P
Mackenzie, Mr
Mariner, Mr
Macdonald, Mr G R
Meyer, Dr F A
Nash, Mr G
Nixon, Mr and Mrs G G and child
Nixon, Mr W H
O'Connor, Mr and Mrs E J
O'Dwyer, The Hon Mr M F and Mrs
Ott, Mr
Padday, Mr J A
Padgett, Mr N N
Pallerson, Mr A G
Parsons, Mr and Mrs J R E
Pearse, Mr A R B
Perfect, Mr Geo
Petrie, Mr F M
Phillips, Mr G C
Phillips, Mr J W
Paul, Mr G H
Pollock, Capt R C G
Pipe, Mr and Mrs T S
Pollock, Mrs
Pippy, Miss
Preston, Mr Sidney
Price, Mr R St J L
Ray, Dr. P C
Reynolds, Mr L W
Richard, Lady and Miss
Rigg, Mr H
Rigg, Miss M C
Robinson, Mr James
Roddick, Mr
Roe, Mrs
Ryan, Miss
Rees, Mr J O
Bivett, Mr S
Rose, Miss M
Rundle, Maj F P
Sahardhikary, Hon. D P
Sapte, Lt-Col D
Saudes, Mr and Mrs R D and 2 infants
Sardar Malhar, Rao Holker
Sardar Bhan Shaheb Holker
Scott, Mr
Scott, Mr James
Scringer, Mr H
Sharples, Mr T
Short, Miss D
Sion, Mr E
Sloane, Mr
Smith, Mrs L J
Spencer, Mr F C
Stainforth, Mr
Smith, Mr A McVicar
Stuart Menteth, Mr W F
Standage, Major R F
Symes, Mrs and child
Strauss, Mr O R
Swan, Mr J A
Stephens, Mrs
Stevenson, Mr
Steward, Mr P E W
St George Miss
Stileman, Mr C G
Stow, Mr B A S
Stuart Milne, Mrs J
Suadden, Mr M
Sulivan, Mr W S
Syling, Hon Mr Justice W B and Mrs
Taylor, Lt-Col E
Taylor, Mr N S
Thadani, Mr H P
Thoburn, Mr and Mrs A E and infant
Trench, Mr G S
Trench, Mr A C
Trevarkis, Mr H K
Tudball, Miss
Valentine, Mr P, Mrs and child
Vernon, Capt H B
Vaughan, Mrs and child
Vaughan, Major and son
Walford, Mr J A S
Wallis, Mrs
Wallis, The Hon Mr Justice J E P
Walker, Mr A Gordon Mrs and child
Warburton, Mr R H
Ward, Mrs J B
Wells, Capt R T
West, Dr Thomas
Wetherall, Mr G A C
Whelan, Miss E
White, Mrs J C
White, Hon Sir C A
Wilbraham, Mr H D
Wildeblood, Mr H S
Wilson, Mr G
Yeld, Mr R K
Young, Mr and Mrs A S
Wheeler, Maj and Mrs Massy
Wilson Mr J C C
Whittle, Mr and Mrs A T
Wheeler, Miss
Watson, Major C H
Wolpert, Mr

THE "LONDON GAZETTE."

War Office, April 16.
Regular Forces.
Commands and Staff.

Maj.-Gen. J, S. S. Barker. C.B , to command the R.A. in Maita, vice Maj-Gen, A. P. Penton, C.V.O., C,B., transferred to the S.W. Coast Defences April 6.

Col. W. R. B. Doran, C,B. D.S.O., from a General Staff Officer, 1st grade. to be a temporary Brigadier-General to command a Brigade April 8.

Maj. M. F. Halford, York and Lancaster Reg., to be a D.AA. and Qrm.-Gen.)April 6)

Capt. B. H. Chetwynd-Stapleton, Cheshire Reg, from a Staff Capt. to be D A.A.G. at the War, Office (April 1).

Capt. F, P. Dunlop, Worcestershire Reg., to be Staff Capt. at the War Office (April 1).

Capt. W. E. Matcham, D.S.O., retired pay, to be a Deputy Assistant Director of Remounts April 10.

Cavalry.

10th (Prince of Wales's Own Royal) Hussars—Lieut. C. B. Wilson resigns his commission April 17.)

Lieut. W. L. Palmer, Adjutant, to be Capt. under the provisions of Article 26, Royal Warrant for Pay and Promotion, 1909 (April 17),

Foot Guards.

Grenadier Guards—Capt E. F. F. Sartorious resigns his commission (Apr l 17).

Irish Guards.—Lieut. E. G. F. Gunning resigns his commission (April 17).

Infantry.

Buffs (E. Kent Reg.)—Capt. C. L. Porter to be Major (March 16). Prince of Wales's Own (W. Yorks Reg.)—Lieut. L. Gartside resigns his commission (April 17.

Prince of Wales's Volunteers (S. Lancs. Reg.)—Maj. M. A. Ord is placed temporarily on the half-pay List on account of ill-health (April 17).

Northamptonshire Reg —Capt. H. Lloyd to be Adjutant (April 12.)

Highland L.I.—Capt. J. H. Hope to be Adjutant (April 9).

Prince of Wales's (N. Staffs Reg.)—Capt. R. J. Drake retires on retired pay (April 17).

Prince of Wales's Leinster Reg. (R. Canadians)—Capt- G. I. P. P O'Shee retires on retired pay (April 17).

Army Service Corps.

Lieut G L Peterson to be Capt March 23.

Memoranda.

Maj Gen R G Broadwood, C B, to be Lieut-Gen March 7.

Col temporary Brigadier General F S Inglefield, C B, D S O, Commanding 12th Infantry Brigade, to be Maj-Gen March 7.

Lieut-Col R D Whigham, D S O, a General Staff Officer 2nd grade, at the Staff College, to be Col Oct 4, 1911.

Lieut-Col L St C Nicholson, Half-pay List, retires on retired pay April 17.

Maj A A Montgomery, R A to be granted the temporary rank of Lieut-Col while employed as a General Staff Officer, 2nd grade, at the Staff College, Quetta Feb 9.

Lieut C T Birch, Half-pay List, resigns his commission April 17.

Lieut J R Boothby, Half-pay List, resigns his commission April 17.

Qrmr and Hon Lieut G J Butler, R E, is granted the hon rank of Capt April 16.

The following Native Officers, Indian Army, to be granted the honorary rank of Capt on retirement :—Risaldar Maj Hamzulla, Khan, Sardar Bahadur, 17th Cavalry Jan 1; Subadar Major Bahadur Ali Khan Sardar Bahadur, I O M, 51st Sikhs Frontier Force Jan 1; Risaldar Major Faiz Khan, Sardar Bahadur, 36th Jacob's Horse, Jan. 15; Subadar Major Narbahadur Gurung, Sardar Bahadur, 2nd King Edward's Own Gurkha Rifles Sirmoor Rifles Feb 29.

General Reserve of Officers.

Capt F. Graham Resigns his commission April 17.

Special Reserve of Officers.

Foot Guards.

Irish Guards—E G F Gunning, late Lieut., Irish Guards, to be Lieut, with seniority as from Aug 23, 1911 April 17.

Infantry.

Queen's R W Surrey Reg—J M Rose-Troup to be Sec Lieut on probation April 17.

3rd Batt Buffs E Kent Reg—Lieut H W Deedes resigns his commission Aprll 17; M Asprey, late Cadet Repton School, O T C, to be Sec Lieut on probation April 1.

3ad Bart King's Liverpool Reg—E B Baker to be Sec Lieut on probatiou April 17.

3rd Batt Devon Reg—Sec Lieut W V Sherwell to be Lieut March 23.

4rd Batt. Prince Albert's Somerset L I—Lieut J Y M Broderip to be Capt March 23.

3rd Batt. F. Yorks Reg.—F. Carruthers, late Cadet, Malvern Coll., O.T.C., to be Sec. Lieut. (on probation) (April 1).

4th Batt. Cameronians (Scottish Rifles)—Capt. V. C. Sandilands, Cameronians (Scottish Rifles), to be Adjutant (March 23).

3rd Batt. R. Inniskilling Fusiliers—Capt. F. S. Merrick resigns his commission (April 17).

3rd Batt. E. Surrey Reg.—C. H. I. Montgomery to be Sec. Lieut. (on probation) (April 17).

3rd Batt. Border Reg.—The following to be Lieuts. (on probation) :—M. G. B. Hewett, M. S. N. Kennedy (April 17).

3rd Batt. R. Sussex Reg. —R. A. Ransom, late Cadet, Lance Corp., Cheltenham Coll., O.T.C., to be Sec. Lieut. (on probation) (April 1).

3rd Batt. Duke of Edinburgh's (Wilts Reg.)—Sec. Lieut. (on probation) R. H. M. Barclay is confirmed in his rank.

3rd Batt. York and Lancaster Reg.—Capt. H. B. Chalmer resigns his commission (April 17).

3rd Batt. Gordon Highlanders—Lieut. A. M. Wallace resigns his commission (April 17).

Royal Army Medical Corps.

D. M. Lyon, M. B., late Cadet Col.-Sgt., Univ. of Edinburgh, O.T.C., to be Lieut. (on probation) (March 4).

SPORTING NEWS.

LAWN TENNIS.

Bombay Gymkhana's Third Round.

Yesterday the 3rd rounds of the Bombay Gymkhana Lawn Tennis tournament in both the Singles and Doubles handicap were brought to a close. The following were the results :—

SINGLES HANDICAP, 3RD ROUND.—

W. Reid (—40·3) beat Dawson (scr.) 6—2, 6—1.
Portlock (—15·3) beat Rowsell (—3·6) 6—1, 6—3;
Kuhns (—15) beat Hanser (+3/6) 3—6, 6—1, 6-3.
Kibblewhite(—15) beat Culbertson (scr) 6—1, 6-3.
Sanderson (—15·3) beat Roger (+15) 6—1, 6—1.
Nicholson (—15·3) beat MacCormack (—30) 4—6, 6—2, 6—2.
Williams (—15·3) beat Murray (scr) 6—2, 6—3.
Ryall (+15) beat A. W. Baker (scr) 6—1, 6—3.

DOUBLES HANDICAP, 3RD ROUND.—

Saife and Ryall (+15) beat MacCarmack and Dawson (—15·3) 6—5, 4—6, 7—5.
Powell and Roger (ser) w. o. Sherston Baker and MacMillan (+3·6) scratched.
Williams and Culbertson (—15) beat Adams and Simon (+15) 6—2, 6—3.
Jackson and Retallack (—15·1) beat Willmot and Bettoni (—2-6) 6—1, 6—3.

HOCKEY.

Bombay Charity Match.

THE charity match between elevens selected from the Civil and Military teams engaged in the Aga Khan Tournament, unfortunately attracted but a small attendance last evening.The Military team was not able to turn out at anything like representative strength and consequently particularly in the second half the Civilians had much the better of it. During the first half the soldiers, although hard-pressed on more occasions, managed to keep on level terms, and the sides crossed over with two goals each to their credit. In the second half the Civilians, whose forward combination was a feature of the game, did practically as they pleased against exhausted opponents, and putting on five more goals won by seven goals to two.

YACHT CLUB RACES.

Programme and Entries for To-day's Races.

The following is the programme and entries for to-day's races :—

"A" & "B" CLASS AMALGAMATED HANDICAP RACE.—Sails time in hand.

Name of Boats.	Time Allowances on Course. M. S.	Entered by
Turquoise	Scr	Messrs I W Stokes & F J Preston
Melody	6 4	Officers R A
Sitara	29 28	Mr J E Needham
Trixie	22 32	Maj Dobbs & Capt MacIver
Erin	22 32	Messrs. Magill and Beadel
Lylie	21 40	Mr R E Fischer
Antelope	35 32	Officers, Warwickshire Regt
Minx	13 52	Maj Dickinson
Ranzo	7 48	Capt W F Potts

Course :—Committee Vessel—Butcher Beacon port—Red Channel Buoy, N of Butcher Island starboard—Black and White Buoy N N E of Elephanta starboard, to finishing line between a flag boat and the bollard on the pier at Hog Island—Length 10·49 miles.

"C" CLASS HANDICAP RACE and "Tomtit" CLASS RACE—Sails at 2·50 p.m.

Name of Boats.	Time Allowances on Course M. S.	Entered by
Ferella	18 12	Dr B K Goldsmith
Maud	7 48	Officers, R E
Mavourneen	Scr	Mr Newman Taylor
Millie	12 8	Messrs. Chapman and Tweddle
Curlew	6 56	Messrs A S Orr and H B Pilcher
Swallow	10 24	Mr E Y Watson
Cricket	14 44	Mr T S Gregson
Marie Louise	14 44	Mr K McIver
Anna	24 16	Officers H M's Mint
Jean	12 8	
Jenny Wren	9 40	Mr D Blythe

Course—Committee Vessel—Butcher Beacon port—Red Channel Buoy N of Butcher Island starboard—Black and White Buoy, N N E of Elephanta starboard, to finishing line between a flag boat and bollard on the pier at Hog Island—Length 10·49 miles.

VI METRE CLASS BOATS HANDICAP RACE. —Sails at 2·40 p.m.

Name of Boats.	Time Allowances on Course. M. S.	Entered by
Maya	Scr	Mr V T Janson
Corrie	Scr	Mr J B K Macbeth

Course :—Committee Vessel—Mark Buoy port—Committee Vessel—Tucker Beacon port—P and O "B" Buoy starboard—Red Channel Buoy W N W of Butcher Island starboard—Red Channel Buoy N N W of Butcher Island starboard—Black and White Buoy N N E of Elephanta starboard—Finishing line at Hog Island (Eileen's mast and bollard on pier)—Length 15·68 miles.

PETTY CRIME IN BOMBAY.

ON Thursday, a considerable amount of petty crime was reported to the Bombay police at the various chowkeys throughout the city. In all but four cases the parties were natives, the exceptions being four Europeans, who are reported to have deserted from the Government Workhouse.

One report was from the G. I. P. Railway police at Victoria Terminus, which concerned the theft from the Terminus of a Royal Rover bicycle, valued at Rs. 200, said to be the property of Mr. Ralph Morley. A more serious case was one of house-breaking by night at the house of Hamabai at Modikhana. Property consisting of four gold bangles, two neck ornaments and cash all totalling in value Rs. 541 was stolen.

Another report was of a pearl valued at Rs. 200, which is believed to have been lost somewhere between Falkland Road and Grant Road on the 2nd instant.

RAILWAY RETURNS.

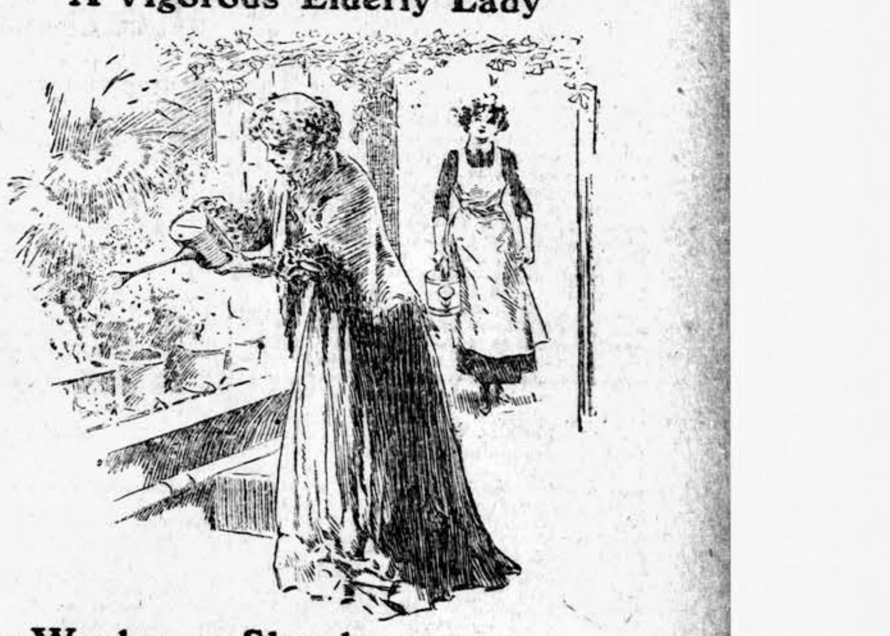
G. I. P. RAILWAY.

The following is the comparative statement of Traffic earnings for week ending 13th April 1912.

	Miles Open.	Total for the period.	Earnings for previous week	Total to date.
Approximate earnings for week ending 13th Apr. 1912......				
G. I. P. Ry. Including I. M. Ry. System ...	2791·68	1757200	25669571	27426771
A.-D.-C. Ry......	125·90	44600	655437	70·037
BaranKotah Ry.	40·29	3500	45931	49431
Total...	2957·87	1805300	26370939	28176239
Earnings for correspg. 7 days ending 13th Apr. 1911.				
G. I. P. Ry. Including I. M. R. System ...	2791·34	1598045	22216366	23814411
A.-D.-C. Ry. ...	125·66	37077	462087	499164
B.-K. Ry.........	40·29	2508	33320	35825
Total...	2957·29	1637680	22711773	24349403
Inc. or Dec. G.I.P.R. Incg. I.M. R. System	+ 0·34	+159155	+ 3453205	+ 3612360
A.D.C.R.	+ 0·24	+ 7523	+193350	+200873
Baran-Kotah R.	......	+ 992	+ 12611	+ 13608

NOTE.—Corrected with Audited figures upto 29th February 1912.

A Vigorous Elderly Lady



Age Weakness, Sleeplessness, Sciatica—

"It has been *life* to me for more than ten years," says Miss Mason in acknowledging how completely Phosferine gives her the vigour and strength to overcome the feebleness and infirmities of 70 years of age. Since taking Phosferine, all sleeplessness and sciatica has disappeared, and she undertakes duties which were previously beyond her strength, declaring she feels as energetic and capable, with her faculties as sound and alert, as in the prime of life. In firm, clear handwriting, Miss Mason records the restoration of her appetite and the renewal of healthy action in the bodily functions, thus proving how effectively Phosferine reinforced her vitality, and *revived the nervous activities* of the hardening and ageing tissues. Such commanding evidence of the power of Phosferine to arouse and infuse vitality into systems *too old and too weak* to help themselves, is convincing proof that younger people will benefit even more rapidly and extensively from the energising influence of Phosferine.

Most Successfully Overcome.

Miss A. L. Mason, Albert Villa, Park Road, Clevedon, Eng., writes:—"I am pleased to tell you Phosferine has been a most valuable medicine to me, for more than ten years. I was in a very low condition some time ago, and suffered greatly from insomnia and sciatica; the latter, I am glad to say, is now quite gone, and I sleep fairly well. Phosferine has quite restored my appetite, but I do not expect much greater strength at 70 years of age. I take as much exercise as I can possibly manage, the chief weakness being in my back and legs, but Phosferine always relieves me. Phosferine has been *life* to me. Use this letter if you like to do so."

PHOSFERINE
GREATEST OF ALL TONICS
A PROVEN REMEDY FOR

Sciatica	Maternity Weakness	Lassitude	Backache
Influenza	Premature Decay	Neuritis	Rheumatism
Indigestion	Mental Exhaustion	Faintness	Headache
Neuralgia	Sleeplessness	Brain Fag	Hysteria

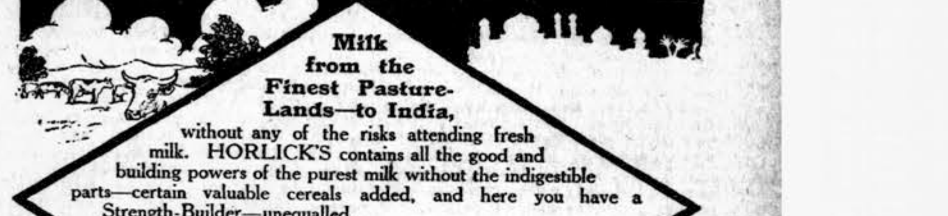
And all disorders consequent upon a reduced state of the nervous system.

The Royal Tonic
Phosferine has been supplied by Royal Commands

To the British Royal Family
H.I.M. the Empress of Russia
H.M. the King of Spain
H.M. the King of Greece
H.M. the Queen of Roumania
H.M. the Queen of Spain
H.I.M. the Dowager Empress of Russia
H.I.H. the Grand Duchess Olga of Russia
H.R.H. the Grand Duchess of Hesse
The Imperial Family of China

And the Principal Royalty and Aristocracy throughout the world.
Price in Great Britain: Bottles, 2/9 & 4/6. Sold by all Chemists, Stores, &c.
PROPRIETORS—ASHTON & PARSONS, LTD., LONDON, ENGLAND.

Wholesale Agents
Messrs. J. A. KIRKBRIDE & Co., 60, Tamarind Lane. BOMBAY.



Milk from the Finest Pasture-Lands—to India, without any of the risks attending fresh milk. HORLICK'S contains all the good and building powers of the purest milk without the indigestible parts—certain valuable cereals added, and here you have a Strength-Builder—unequalled.
Ideal for Infants and Invalids and for those who desire "meat and drink" in one.
Untouched by Hand.
Order HORLICK'S from your Supply Stores.
HORLICK'S MALTED MILK
Packed in 3 sizes. Of all Stores.

Agents for India :—TREACHER & Co., Ltd., BOMBAY, BYCULLA, and Poona.

VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, over-work, unhealthy climate, dissipation, excess, youthful imprudence, or other influences incidental to the wear and tear and haste or overstrain of modern life. Sleeplessness, tremblings, palpitation, nervous dyspepsia, low spirits, mental and bodily prostration, muscular and local weakness, general and nervous debility, faulty nutrition, premature decay or deficiency of the vital forces, impaired vitality, harassing dreams, night disturbances, sudden startings, dimness of sight, defective hearing, loss of memory, inability to perform the various duties of life, or to enjoy its pleasures, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, painful periods, backache, bearing down sensations, nervous headache, wasting disease, night sweats, and all other phases of brain and nerve exhaustion, are successfully combated by this highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, involuntary losses, &c.; restores the failing energies, and imparts new life and vigour to what had so recently seemed worn out, "used up," and valueless.

VETARZO BLOOD MEDICINE.

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poorness, impurity, or other imperfection of the blood from whatever cause arising. No sooner is it imbibed into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling the virus of disease, wheresoever and in whatsoever form met with; removing all blotches, pimples, scurf, scurvy, scrofulous and glandular swellings, discolorations, roughness and unsightly patches, &c. Its effects are almost magical in the treatment of gout, rheumatism, sciatica, lumbago, pains and swellings of the joints, discharges, secondary symptoms, eczema, lepra, psoriasis, bad legs, bad breasts, abscesses, ulcers, sores, goitre or Derbyshire neck, it improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking, straining, spasmodic cough, too often the precursor of consumption.

CAUTION.—Ask for "VETARZO Brain and Nerve Food," or "VETARZO Blood Medicine," whichever is required, and see that you get them, as unprincipled vendors often try to palm off inferior preparations (usually their own manufacture), for the sake of extra profit. Price in England, 2/9. Every genuine bottle of these medicines bears the British Government Stamp with the words "VETARZO REMEDIES" impressed thereon, in white letters on a red ground, by direction of His Majesty's Hon. Commissioners. Registered Trade Mark "VETARZO." Legal proceedings will be taken against persons pirating.

COMMON SENSE IN A NUTSHELL.—A NEW medical work on the causes and most scientific and effectual means of self-cure ever discovered for nervous exhaustion, depression of spirits, want of zest and energy, &c., with practical observations on marriage and full directions for removing certain disqualifications that destroy the happiness of wedded life. It also treats on urinary derangements, secondary symptoms, stricture, &c., and no sufferer should fail to procure a copy. Post free in plain envelope on receipt of Postal Order Sixpence, from THE VETARZO REMEDIES CO., Gospel Oak, London, or of Agents for above medicines. Price 10 annas Post Free.

ROWLAND'S FOR THE SKIN KALYDOR

known for nearly a century as the most soothing, healing, refreshing and emollient milk for the skin ever produced: it prevents and removes Freckles, Tan, Pimples, Spots, Redness, and Roughness of the Skin, soothes and heals irritation, cutaneous eruptions more effectually than any other preparation, and imparts a **matchless beauty** to the **complexion** unobtainable by any other means. Warranted harmless. Bottles 2s. 3d., 4s. 6d., and 8s. 6d. Sold by stores, chemists, and Rowlands, 67, Hatton Garden, London.

SHIPPING INTELLIGENCE.

The Bombay and Persia S. N. Co's steamer Naderi, 1168 tons Captain Thos. Hughes, sailed yesterday, for Aden and Maculla, with a general cargo.

The Anchor Line Steamer Castalia, 4081 tons Captain G. Mitchell, sailed yesterday, for Marseilles and Liverpool with a general cargo and passengers.

The B IS.N. Co's steamer Lhasa, 950 tons Captain H. Manley, sailed yesterday, for Karachi with a general cargo and passengers.

The Austrian Lloyd's S. N. Co's. steamer Persia, 3,779 tons, Captain L. Ivancich, arrived in harbour yesterday from Trieste via Karachi with a general cargo.

The B. I. S. N. Co's. steamer Obra, 3,520 tons, Captain H. C. Fewnick arrived in harbour yesterday from Rangoon, with a general cargo.

The German East Africa Line steamer, Konig 3,176 tons, Captain r. Von Holdt, arrived in harbour yesterday from Daressalaam via Coast Ports, with a general cargo 8 cabin and 185 deck passengers.

The P. and O. Co's. mail steamer Arabia, 4,098 tons, Captain W. P. Palmer, R. N. R., arrived in harbour yesterday from London, with mails, a general cargo and passengers.

MEN-OF-WAR & ROYAL INDIAN MARINE SHIP.

H M S Highflyer.....Capt Le Mesurier.....R Navy
H M S Philomel.....Comdr Ballard.....R Navy
H M S Espeigle...Comdr C. Maxwell Lefroy .....Sloop
R I M S Lawrence...Comdr Harold ...Despatch Vessel
R I M S Dufferin...Comdr Vines.....R I M
R I M S Dalhousie.....Comdr Finnis.....R I M
R I M S Hardinge.....Comdr Hontern .....R I M
R I M S Investigator ...Comdr Bickman .....R I M

VESSELS IN THE HARBOUR.—May 3.

Abydos .....1939 Harrison .....W & A G & Co
Arabia .....4098 Palmer.....London. .18-5...P & O Co
Berbera.....2792 Le March .....M M & Co
Baron Fairlie.....2323 Foley .....K Nixon & Co
Daylight ship .....3593 Anderson .....Standard Oil Co
Elgin .....2442 Potts.....W & A G & Co
Fitzclarence .....2589 Neaton .....J M & Co
Kuala .....360 McLarin.....11-3.....K N & Co
Kawie .....2336 Coates .....Arab S Co
Koenig .....3176 Holdt.....A Strand & Co
Lawoe .....1817 Horn .....Arab S N Co
Madura.....1273 Logan .....M M & Co
Pentakota.....2209 Stewart .....M M & Co
Patrick Stewart.....Townsend .... I G F Steamer
Putiala .....1929 Whytehead...P Gulf...M M & Co
Shah Jehan .....2685 McBean.....Shah S N Co
Saifi .....563 Morin.....Arab S N Co
Schonfels .....3543 Deaker.....W & A G & Co
Tynesider .....737 Thomson ...Arab Steamers Co
Upada.....3382 Hodgson .....M M & Co
Egypt.....4207 Summers...London...4-5.....P & O Co

VESSELS IN DOCK.—May 3.

PRINCE'S DOCK.

Vessels.	Tons.	Capts.	Dest.	Date.	Agents.
A Batea	3794	Potter	Kobe		P & O Co
C&S Culna	3496	Farquharson	Antwerp	7-5	M M & Co
D&E Barrister	3080	Smith	Hamburg	9-4	K N&Co
F Newby Hall	2839	Parker	Liverpool	10-5	K N & Co
H Landaura	2157	Cunningham	Genoa	4-5	J L & Co
K Umzumbi	2138	Robertson	Middlesbro		W & A Graham & Co
N Geddington Court	2195	Gleghorn	Genoa		W & A G & Co
P Chenfels	3563	Erbo	Karachi	10-5	W & A G & Co
Q Islami	2545	Goode	Aden	5-5	Bo & P S N Co

VICTORIA DOCK.

1	Clan Lindsay	2199	Scotland		Dunkirk... W&A G & Co
3	Wotan	2403	Lorenzen	Liverpool	W & A G & Co
4	Ile-de-la Reunion	3014	Moulo	Havre	J M & Co
6	Himalaia	3152	Shack	Ant'p	10-5 J M & Co
7	Bregenz	2086	Petris	Trieste	16-5 A L S N Co
8	Persia	3779	Ivancich	Kobe	7-5...A L S N Co
9	Beck bergen	2447	Rand	Ant'p	4-5 ...T M
10 & 11	Delta	4750	Mark	Shanghai	6-5 T & O & Co
16	Bahmani	1872	Green	Mauritius	4-5 Bo & P S N Co

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ARRIVALS.

May	Vessels.	Commanders.	From.
2	Persia	Ivancich	Trieste, Apr 10
3	Arabia	Palmer	London, Apr 12
	Koenig	Von Holdt	D'salam, Apr 16
	H M S Philomel	Ballard	Muscat, Apr 22
	H M S Highflyer	Le Mesurier	Karachi May 1
	Obra	Fenwick	Rangoon

DEPARTURES.

May	Vessels.	Commanders.	Destination.
3	Majidi	Watson	Genoa
	Toronto	Pickering	Hull via Karachi
	Colombo Maru	Kamosbita	Kobe &c.
	Zambesi	Ferguson	Kobe &c.
	Catalone	Glaver	Calcutta
	Lhasa	Manley	Karachi
	Castalia	Mitchell	Liverpool
	Naderi	Hughes	Aden &c.

STEAMER MOVEMENTS.

The B. I. S. N. Company's s. s. Colaba left Port-said on the evening of the 2nd instant.

The Austrian Lloyd's steamer Cleopatra, left Trieste on the 1st instant and is due here on the 16th instant.

MERCHANT SERVICE LEAGUE.

Arising out of certain suggestions made by Mr. Basil E. Feto M. P. at the recent Annual Meeting of the Imperial Merchant Service Guild the membership of which is exclusively confined to and includes the great majority of the certificated Captains and Officers of the Mercantile Marine, some important developments have taken place. For long past it has been urged by the Guild that the interests of those occupying positions of serious responsibility therein have not had the Parliamentary consideration they deserve.

The franchise is a subject upon which absolutely no concessions have yet been secured, despite the continual efforts made by the Guild in each succeeding Session of Parliament since the inauguration of that Society nineteen years ago. Much sympathy has been expressed in connection with the work of the Guild by Members of both Houses of Parliament, but to use it in any real practical form has proved exceedingly difficult, if not impossible.

Thanks to Mr. Feto's practical suggestions and the work he has undertaken in connection with them, these difficulties are in a fair way to be overcome, by the formation of a non-party Parliamentary Committee for the Imperial Merchant Service Guild, comprising the names of influential Members of both Houses of Parliament. It will watch over the interests of the Mercantile Marine in matters which demand the attention of Parliament. One only, among many, need be referred to at the moment, as appealing urgently to all British seafarers, and that is the question of their right to exercise the franchise, a matter in which it is hoped the Committee will spare neither effort nor influence in eradicating a burning grievance which has been surely felt by mariners for long. Lord Muskerry, whose active championship of seafarers has earned such gratitude on their part is giving his most cordial co-operation in this matter. The first meeting of the Committee will be held at the House of Commons.

Dr. Beattie Nesbitt, ex-president of the Canadian Farmers' Bank at Toronto, has been arrested on a charge of having falsely represented the bank's affairs.

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Tiger 125 deg.	4 8 2	do.
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Elephant brand 125° (in tins)	3 14 0	do.
do. brand 125° (in bulk)	3 4 0	per 8 gallons.
Camel brand 125° (in tins)	3 14 0	per two tins.

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The Bombay Gazette.

Saturday, 4th May, 1912.

NOTICE TO CORRESPONDENTS.

*** All communications of a literary character should be addressed to the Editor, and all communications regarding Advertisements and Business matters generally, should be addressed to the General Manager. Communications should not be addressed to any individual members of the staff.

Postal letters and covers should be addressed Box 209 General Post Office, Bombay.

LOYAL ULSTER.

ULSTER dwells in unloved seclusion amongst Hibernia's daughter-provinces. They regard her less as a blood-relation than as a step-sister, whose characteristics betray unmistakeably an alien parentage. She is busy where they are idle, shrewd where they are careless, rich where they are poor. The Ulsterman shows a curious blend of racial qualities; he is not wholly deaf to the appeal of music, art and letters, but he allows no pursuit to interfere with the pursuit of wealth, and he is as hard to beat as a bargain as a New York Jew of Scotch extraction, who, as all the world knows, is a difficult person to get the better of. Belfast typifies Ulster's ideals: it is a city of noisy thoroughfares, upon which endless processions of lorries pass, laden with merchandize for the world's marts. The City Hall, an exotic of white stone and stately colonnades, shines incongruously against the gray background of Irish sky. From no point of view can it be seen in its entirety; it is cramped and partially hidden, squeezed into a corner of the town, which surges up to its precincts in a frenzy of buying and selling. The voice of the city is expressed in a mingling of the whirr of looms and the clanging of hammers. In the evening, the ship-yards and mills belch out their thousands of workers, and the tired sombre crowds disperse into the gloomy by-streets of the town, strangely mirthless and cheerless for people who come of a laughter-loving race. The one relaxation which they permit themselves is the game of politics which rich and poor, alike, play at with whole-hearted enthusiasm. They love it for the endless opportunities it affords them for fighting; upon the slightest provocation the Ulsterman's Scotch caution is overborne by his Irish pugnacity as he launches blithely into the fray.

An English politician declares it to be his belief that the Irish have no more religion than billiard-balls since they meet only to clash. The Ulsterman bears out the truth of this statement, for he lives perpetually in the atmosphere of contention, which is, indeed, the breath of life in his nostrils. In the glens, and on the stark hill-sides where the little cottages cluster together for comfort, every peasant is a politician, a master of forcible oratory in defence of his particular point of view. The main current of opinion sets against Home Rule, although, contrary to the general belief that there are no 'patriots' north of the Boyne, there are many men in Ulster whose war-cry is "Ireland for the Irish." The loyalty of the Ulster Unionist rests upon a composite foundation. Natural tenacity, the commercial instict, and love for his country influence him largely. The business man sees in Home Rule the writing on the wall which being interpreted resolves itself into the words "financial ruin." The landowner fears a reversal of the ancient process by which the country was cleared for the inroad of his forbears. Ulster pleads for permission to remain loyal, and in case her request should not be granted, she is preparing, in a manner truly Irish, to enforce at the point of the bayonet the continuance of friendly relations.

The North of Ireland affords a striking example of the rapidity with which Hibernization is effected. New settlers become de-nationalized in an incredibly short space of time: in a year or two they become real Irishmen, imbued with the spirit of the country, proud of its traditions, jealous of its honour. These immigrants have done wonders for the country of their adoption. They have made her prosperous and famous. Some of them, inspired by her beauty, have sung of her so sweetly that their voices have assumed the true Irish inflection, so that they have passed for her veritable sons and daughters. Ulster herself has bred many poets and artists, who have striven to reveal her charm to a world that has hitherto regarded her from a point of view purely utilitarian. Her splendid ships move over the seas, her beautiful fabrics are to be found in every quarter of the civilized world. She is perhaps first and foremost a shop-keeper, but somewhere in her inmost heart the Celtic spirit still lingers, blithe and sweet, and from time to time awakens in her a feeling of dissatisfaction at her own smug complacency, at her avowed ideal of materialism. Such then is Ulster, so much beloved and so much hated. Ireland cannot forgive her because she is purse-proud and obstinate, because she owns an interested adherence to a country to which she is bound by golden links because her politics are avowedly politic, and not based on pride of race and on the true spirit which builds a nation. Ulster, however, cares but little for adverse criticism. She is content to possess the qualities of her defects. She has much of which she may justly be proud. She has established prosperity in the midst of penury and earned for herself a world-wide reputation for commercial integrity. She glories in the faith and in the loyalty which she has stubbornly upheld in the midst of hostile surroundings. To the nation by whose protection she prospers, she displays in token of fidelity her immemorial device, the uplifted hand of one who makes—and keeps—an oath of fealty.

CONSOLIDATION OF LABOUR.

THE other day we received through Reuter the announcement of a movement, which has the object of amalgamating all the trade unions connected with the railways. The movement, however, is one which has a far wider scope than any one trade or group of trades. It is one which affects all the principal groups, into which labour may be divided. It is a subject, which has been discussed at the last two trades congresses, and it is now gradually being put into effect. The railwaymen, in fact, were not the first to take up the question practically, for we find by this week's mail advices that on April 17th there was a meeting in London, at which all the unions connected with building were represented. Twenty-one unions sent delegates, and the men, who took part in the deliberations, included carpenters, bricklayers, painters, unskilled labourers, masons, paviors, slaters and tilers, engine and crane drivers, French polishers, plasterers, mosaic and tile-fixers and others. We enumerate all these as showing what powerful combinations the new movement is intended to produce, and it is very significant that according to the report in an important daily paper, there was no difference of opinion as to the policy of amalgamating the unions and the discussion centred upon various practical difficulties. In this apparently the building trades are only reflecting the same spirit which animates Labour generally. Other amalgamations will certainly follow. Twice has the Trades Union Congress recommended such action and the speech made at the last Congress by the mover of the resolution containing the recommendation gives us a very clear notion of the workers' attitude on this question. Recognising, he said, the increased power of the capitalists in closing up their ranks and their adoption of improved methods, they deplored the lack of similar consolidation among the workers. In their view federation of trades at the present time was simply a federation of officials. They wanted, on the contrary, a federation or amalgamation of the rank and file. The movement is evidently one intended to facilitate the general strike, and apparently the unexpected effect of the miners' strike from the unionists' point of view did nothing to check it. It is a vivid warning of that greater impending trouble with labour, which so many politicians foresee.

PREMIER AND THE OSBORNE JUDGMENT.

THE announcement by the Prime Minister that a bill to reverse the Osborne judgment will be introduced before Whitsuntide, that is almost at once, creates a remarkable situation. It strongly suggests that, in spite of a certain amount of sternness which has, at times, characterised the Government's attitude towards Labour during the strikes, the Government's subjugation to the Labour party is as complete as ever. The Osborne judgment, it may briefly be recalled, was the result of a South Wales action, in which a Conservative miner named Osborne obtained an injunction against the miners' union restraining them from utilising money raised by compulsory levy for political purposes. This deprived the miners' leaders of funds for election expenses and the maintenance of members of Parliament, for it soon became evident that however much the Welsh colliers might cheer and howl at political meetings, there was no possibility of collecting an adequate Parliamentary fund by voluntary means. It was ostensibly for the purpose of remedying this situation, and for this purpose solely, that the Government rushed through a Bill providing for the payment of members. This Bill was forced on a reluctant House of Commons purely for the benefit of Labour, the open objections of Conservatives and the private objections of many official Liberals being sacrificed to Labour demands. Yet, in spite of all this the Government are now going to introduce legislation reversing the effects of the judgment. The logical sequence to such action will be the withdrawal of payment of members. Does the Government intend to do that? We do not think so, for while that course would certainly please every party in the House except Labour, it would make the Labourites very angry. The only conclusion, one can reach, is that this Bill is to be a little solatium to official Labour on account of the unfortunate manner, in which the Government has felt impelled to interfere with some of its recent plans.

THE ILLUSTRIOUS DEAD.

VISITORS to this country, of other than British birth, have frequently pointed to the fact that we have made little or no attempt to perpetuate the memory of the men who, in days when life was not as secure, and not as comfortably and easily lived as now, began and continued the great work of empire-building. The charge is more or less true. We have raised memorials to Viceroys and in Calcutta alone we have a collection of ugly and handsome statues of men who have ruled India, and others who have made British arms respected. But, generally speaking, we have no memories, specially prepared, of the rank and file. Truly enough in churches and churchyards spread throughout the country, inscribed on modest slabs, are the names of thousands of Britishers, who bore the heat and burden of the day in a time when the burden was particularly heavy. But, except in a few cases, of other memorials there are none, and with two or three notable exceptions, no attempt has ever been made to collect in connected form the names of those who sleep peacefully and undisturbed in quiet consecrated and un-consecrated corners throughout the country. For this reason, mainly, we welcome the list of inscriptions on Christian tombs and monuments in the Pujab, North-West Frontier Province, Kashmir and Afghanistan, published at the Lahore Government press from the pen of Mr. Miles Irving, I. C. S. This work bears strong evidence of care in compilation, and is supplied with an historical introduction in itself a work of considerable value.

CURIOUS BAIT.

THE fishermen of Cezimbro in Portugal have hit upon a cunning device by which they make big hauls in the fishing fields. There is a certain fish that is extremely rare in most waters but common enough in Cezimbro, its body contains a yellow, thick, phosphorescent liquid that shines with a sky-blue light when brought out in the dark. An expert in these matters, M. B. Osorio, considers that this phosphorescence is the work of a luminous microbe or the microbe itself. Whatever it be the men crush the fish to get at the liquid, then smear it on a sort of muscular tissue that suits their scheme of catching fish. The phosphorescence communicates itself to the muscle and lasts luminous for several hours, even reviving in force if plunged again in tha water. Cut in bits and fixed on the fishing lines this bait proves irresistible to the simple-minded fish of the Cezimbro coast and they are caught with consummate ease.

PLAGUE PREVENTION.

THE recent tragic death of two little sons in one European family from plague in Bombay, will convey a grave warning to all parents and guardians, not to take care of their children—for that we are glad to say, is a characteristic of European parents—but to acquaint themselves with all the symptoms that speak of the presence of the disease in their homes. The Municipal health authorities have already done much in the way of imparting instruction in the matter, and we would suggest that Dr. Turner, the Health Officer, should, as a measure of prevention, once more undertake the extensive circulation of literature dealing with plague prevention. That familiarity breeds contempt is as true to-day as ever it was, and it is probable that, plague having now been with us for so many years, the force of the fear which it first inspired has diminished or been lost altogether. That this indifference is a grave menace to the public health is too obvious to need discussion, and we cannot too strongly commend to the attention of all classes the recommendations that have been made with a view to preventing the scourge from entering our houses. The immediate report of all discoveries of dead rats, and attention to hygiene, are some of the matters that call for observance.

LADY WILLCOCKS, arrived in Bombay from England by the P. & O. Co.'s mail steamer "Arabia" yesterday.

H.M.S. "PHILOMEL," Commander G. N. Ballard, R. N., arrived in Bombay harbour yesterday from Muscat via Chahbor. She sails for Colombo on the 8th instant.

H.M.S. "HIGHFLYER," under the command of Captain C. E. le Mesurier, R.N., arrived in Bombay harbour yesterday from Karachi, with H. E. Rear-Admiral the Hon. A.E. Bethell, K.C.M.G., Naval-Commander-in-Chief of the East Indies Squadron on board.

THE Bombay mails of the 20th ultimo, arrived at Brindisi on the evening of the 1st instant.

SIR WALTER TOWNLEY, the newly appointed British Minister to Persia, and Lady Susan Townley arrived at Teheran on April 18th.

THE confirmation of Prince Albert, the second son of the King and Queen, took place at Sandringham Church on April 18th.

MR. ARTHUR SASSOON, of Tulchan Lodge, Advie, who left estate valued £650,864, exclusive of real estate in China, bequeathed £20,000, for charitable purposes.

THE committee of the London Moslem League have adopted a resolution recording their dismay and indignation at the bombardment by the Russian troops of the Holy Shrine and Mausoleum at Meshed.

FLYING from Europe to America will not be an impossible feat, if the airman only has the direction to adopt the proper route. In the April bulletin of the American Aero Club, Mr. Raffe Emerson has been showing how it may be done. From the northern tip of Scotland to the Faroes is only 220 miles. A flight of 270 miles will then bring the adventurer to Iceland. The nearest point on the east coast of Greenland is 180 miles from Iceland, but the landing unfortunately leaves the airman "nowhere." From this point he must make his way 400 miles down the coast to Angmagsatik. He may then either cross the sea to Northern Canada in one flight of 570 miles or still hug the Greenland coast and make a 220 miles crossing to Cape Dyer, on Baffin Land, thence either working his way down the Labrador coast or striking for Hudson Bay. Altogether the longest sea flight that would be necessary, according to this programme, would not exceed 270 miles. But it would be a very cold journey.

NOTES FROM LONDON.

THE LOSS OF THE TITANIC.

Ships' Boats and Wireless.

(BY "ASIATICUS.")

LONDON, APRIL 19.

The loss of the "Titanic" has stirred England more deeply than any event of modern times save only the deaths of Queen Victoria and King Edward. The South African war never made such an impression at any moment of its long duration. For four days the evening newspapers have not once issued a placard about sporting news; and though the allusion may seem bathetic, I can give no more striking proof of the intense absorption of the public in this unparalleled tragedy of the sea. It was so dramatic, so completely unexpected, so appalling. The builders constructed the greatest ship the world has ever seen; they pronounced her to be unsinkable; and within three days of her sailing on her first voyage an iceberg had ripped her plates asunder, and she went to the bottom. The builders now claim that any other ship would have gone down in five minutes, and that the marvel is that the Titanic remained afloat for two hours and forty minutes, which is the precise time she floated, according to the evidence of survivors. It may be so, but it is clear that no ship can hope to withstand a desperate collision with an iceberg.

The captain, who went down with his ship, is not to blame for the course taken. The routes followed by each line are settled by the boards of the different shipping companies. Captains have to follow the particular water-lane allotted to their line. They must obey orders, and they must also drive their ships without much regard to possible danger. The craving for speed at sea is not senseless, any more than the craving to travel by express trains. What is senseless, and what will undoubtedly be stopped, is the sending of vast ships at high speed within the limits of floating ice, during the season when the icebergs from the frozen North are drifting southward. Captain Smith was warned by a French liner during Sunday that he was approaching floating ice, and acknowledged the warning. It is admitted that the "Titanic" was going at eighteen knots or more when the collision occurred, but the night was clear and star-lit. The berg which did the mischief was almost submerged.

THE QUESTION OF BOATS.

The public in both hemispheres are moved to the most profound indignation by the revelations regarding the insufficiency of boats on the "Titanic." Mr. Sydney Buxton, President of the Board of Trade, gave the House of Commons some information on the subject last night, but the issue is more tersely put by the statement of a committee of the surviving passengers, just published. The Board of Trade certificate allowed the "Titanic" to carry 3,547 passengers and crew. When she left Queenstown she had on board either 2,340 or 2,208 souls, it is not yet clear which. The Board of Trade certificate required her to carry life-boats sufficient for 950 people. She actually carried 16 life-boats, capable of holding 990 people as an absolute maximum; and, in addition, she had four Engelhardt boats, which would carry another 188 persons. Had all these boats been available, only half the people on the "Titanic" could have been saved. Had she had her full complement of passengers and crew, only one in three could have been saved. Some papers say one in four, but I take the larger estimate. As a matter of fact, the boats did actually save about 775 people, or a very large percentage of the total possible. It is understood that some of the boats were either smashed in the collision, or swamped, when the vessel went down, but details are still lacking.

These are the cold facts, and I can only say that the public fury they have aroused is indescribable. In what is now a fairly long experience of public affairs, I have never known such a universal outburst of wrath. It is urged that while money without stint was lavished on the provision of luxuries on the "Titanic," the expenditure on boats was starved. In a list of well-known liners published to-day, the only ship mentioned which appears to carry more than enough boats to take all aboard her is the P. and O. s.s. "Medina." She has 23 boats, which wil take 1,053 persons. No other P. and O. liner is mentioned in the list, but all the big Atlantic liners have insufficient boat accommodation. The full complement of the "Mauretania" is 2,972, and her boats will carry 976 persons. Foreign liners apparently carry far more boats than English vessels. The Hamburg-America ship "Amerika" is only half the size of the "Titanic," and she has 30 boats, which will hold 1,800 people. The "Kaiserin Auguste Victoria" a vessel of 24,000 tons, carries 34 life-boats, but their capacity is not stated.

THE PUBLIC RAGE.

It must be added that, although the public rage has ample justification, there are signs that in some respects it is unreasonable. To my mind, the most dangerous voyages one can make out of England are the cross-channel trips, because the steamers plying between English and French ports steam right athwart the main stream of traffic at high speed. These steamers are often packed, and they could not possibly carry boats for all the people aboard. Of these cross-channel runs, the most risky is that to the Channel Islands, because in the neighbourhood of La Manche rocks and reefs abound, the currents are often fierce, and fogs are specially frequent. The big liners should carry more boats, but every man and woman who goes to sea takes a certain risk, and ought to be prepared to face it or stay at home. Even boats will not always save life. Some of the people on the "Titanic's" boats died from exposure.

On another point the steamship companies are more open to criticism. Their boat drills are often mere shams. An alarm is sounded, and crews scurry to their respective boats; but the boats are not lowered. Every experienced voyager will confirm my statement. The tragedy of the "Oceana" was due to a bungle in lowering the first boat. Crews should be practised in lowering boats, not in harbour, but at sea, even if voyages are delayed in consequence. As to the number of boats carried, even a man who is not a sailor ought to know that there must be some limitation. Boats cannot be carried forward of the bridge, and few very far astern. Just now the newspapers are making the wildest demands, without regard to actual conditions. Many of the articles would seem to be written by men who have never even been to Southend in the "Clacton Belle" which reminds me that excursion paddle steamers are the worst offenders. Some of these steamers will, for instance, leave Bristol and steam down the Bristol Channel to a Devon or Cornish port, in any weather, with a thousand people on board. If "boats for all" is to be the rule on every passenger vessel there will be a good many ships laid up for ever. I do not seek to condone the shortcomings of the White Star Company, but I do say that the comparative rarity of disasters to big liners has made the world forget that those, who love the deep, can never expect to do so with absolute impunity.

"WIRELESS."

Wireless telegraphy saved the survivors of the "Titanic," and yet the disaster has revealed most vividly the deficiency of the present wireless arrangements aboard most ships. If the chief object of wireless is to save life, it can only be properly attained by a sufficiency of wireless operators. Most ships at present only carry one. When the "Titanic" struck the iceberg, the ship nearest to her was the "Parisian." She is said to have been "within a hundred miles," but the exact distance is not stated. The solitary wireless operator on the "Parisian" had had a most exhausting day, having been trying to help the "Deutschland" which was in difficulties, and another ship which had run out of coal, and so on; the captain of the "Parisian" seeing that he was tired out, sent him to bed at nine o'clock. The consequence was that the cry of the "Titanic" for help was not heard on the "Parisian" at all. Wireless calls do not sound alarums, and unless they are being listened for they pass through the ether unheeded. Whether the "Parisian" could have arrived on the scene in time is in any case most improbable. The "Titanic" sank, as I have said, in two hours and forty minutes, and unless the "Parisian" was very much nearer to her than 100 miles, she would have been of little use. That the "Carpathia" arrived an hour and forty minutes after the "Titanic" went down was due to the trivial fact that the "Carpathia's" wireless operator chanced to sit up much later than usual, and so heard the call for aid. It seems tolerably certain that every big liner, on the Atlantic run at any rate, will have to carry a minimum of three operators in future.

It is distasteful to have to add something unpleasant at a time when the world is ringing with the achievements of wireless, but I cannot refrain from observing that the present adulation of wireless operators is becoming absolutely ridiculous. The exploit of Mr. "Jack" Binns has much to answer for. The principal wireless operator on the "Titanic" stuck bravely to his post for the first hour, until the "Carpathia" answered him, and apparently for some time afterwards. He was a brave fellow, and went down with the ship. All honour to him. But some of the newspapers next day referred to him in leading articles as though he was the sole hero of the disaster. I have never read so much froth about wireless operators as has been printed this week, and yet I have not seen a single word anywhere about the engineers. Had they not kept the dynamos going, the wireless installation would have been useless. Every engineer on board was lost, and not a word has been said about them. They must have stayed at their posts, for the best and most coherent account of the disaster, that given by Mr. Beesley, of London, says that the "Titanic" was ablaze with lights until the end.

Wireless operators are no doubt an estimable body of young men, and they are not to blame for what the papers say; but they are getting their heads turned, as those who "go down to the sea in ships" can tell you. The deck officers and the engineers do not endeavour to perform what Americans might call "the Little Hero stunt," and while those of us who travel much fully appreciate the value of the work of wireless operators, we are old-fashioned enough to think that the safety of the ship still depends chiefly on the captain and the officers on the bridge, in conjunction with the engineers. Pursers are admirable and necessary officers, with more than their share of worries, but though I have known many pursers, I have never yet met one who set up to be a special brand of hero. The young men in the wireless room would do well to emulate their excellent example. At present the demeanour of some wireless operators resembles that adopted by the chauffeur in the early days of motoring.

THE PRESS AND THE DISASTER.

Neither the English nor the American Press has been conspicuously impressive this week. Almost the only paper which has never in any respect lost its head is the *Daily Graphic*, which points out to-day that lifeboats have their limitations and that the "Titanic" was destroyed by a cause outside all human prevention. The streams of false news which have been poured forth mostly had their source in America. What I am more concerned with is the character of some of the comments on the disaster. I have already given one or two examples. To these I may add a gem discovered in a paper I will not name, the point of which was that the loss of the "Titanic," "following so soon the after destruction of the "Oceana" and the "Delhi," showed plainly that steamship companies were sacrificing all considerations to huge size and sybaritic luxury. The poor old "Oceana!" I made more than one pleasant voyage in her, but she never struck me as either particularly vast or overpoweringly luxurious. Another sapient organ came out with the wonderful suggestion that in order to prevent a recurrence of such disasters, a law should in future be passed compelling all passenger steamers to travel in pairs. The reams of observations which have been printed about ships' boats display much violent indignation, but very little practical knowledge. The violence no doubt accurately reflects the public mood, which vaguely clamours for somebody's blood; but there has seldom been such a widespread exhibition of technical ignorance.

(CONTINUED ON PAGE 9.)

IRISH HOME RULE BILL.

THE DEBATE IN THE HOUSE OF COMMONS.

Mr. Balfour on the Proposed New Parliament.

[THROUGH REUTER'S AGENCY.]

LONDON, MAY 2.

On the resumption of the Home Rule debate, Mr. Balfour said that the restrictions laid down, though necessary, were absolutely inconsistent with the contention that the Bill gave Irishmen an opportunity for developing their own affairs on their own lines.

Dual control in Irish affairs was written large all over the Bill. Such control would never give protection to the minority, or enable Irishmen to get the advantages, which they got at present from their connection with the United Kingdom. Moreover, it would prevent Irishmen of public spirit and wide views from entering the Irish Parliament. Inferior men would come in and the status of the Assembly would be lowered. The Bill threatened to destroy the House of Commons, and did not give Irishmen an assembly which they could regard with pride and respect.

In conclusion, Mr. Balfour asked a series of questions designed to show that the Bill was opposed to all the principles, upon which history had shown that the federal system could be built up, and that the Government were pursuing precisely the opposite course.

Sir E. Grey's Defence.

Sir Edward Grey dealt especially with the advantages of the Bill in relieving the Imperial Parliament of its present congestion of business. A reply to Mr. Balfour's questions, he said, would require prolonged historical research, and he frankly said he was not prepared to answer them. But he would ask a question in return. Mr. Balfour had said that there was no exact parallel with the Transvaal. But the Transvaal had been mentioned, not as an exact parallel, but simply to show that the prophet of evil was not always right, even when he was Leader of the Opposition.

He would ask Mr. Balfour, was there ever a parallel for the British Empire, or for the monstrous over-concentration of business in the House of Commons?

The present system had been proved to be unworkable. Devolution was required, not for Ireland alone, and the present plan was admittedly not complete. The Bill did not lay down a pattern of a federal system applicable universally to the United Kingdom. Perfect similarity was unnecessary. He admitted the Ulster difficulty, but if Ulster defeated the solution proposed, it would be impossible to continue the present state of affairs. Some other solution must be found to free the House of Commons, and to put the control of Irish affairs into Irish hands.

Sir Edward Grey believed, however, that the present animosity in different parts of Ireland would disappear with the first time, when they had a sense of joint responsibility.

DUTCH COLONIAL DEFENCE

Proposal to Construct New Squadron.

THE HAGUE, MAY 3.

During the debate in the Second Chamber of the States-General on the projected cruiser of 7,600 tons for service in the East Indies, M. de Savorin Lohmanu, one of the Ministers of State, urged that before a decision be taken a Royal Commission be appointed to examine how in the present conditions of finances, the East Indies, the Netherlands and the Colonies could be best defended. M. van Karnebeek, another Minister of State, supporting M. de Savorin Lohmann, advocated the building of four 15,000 ton battleships, the East Indies to bear half the cost, and the money to be raised by a loan of 40,000,000 florins.

THE "TEXAS" DISASTER.

Battery's Warning of Danger Ignored.

CONSTANTINOPLE, MAY 2.

The Vali of Smyrna reports that a battery fired two blank rounds, warning the steamer "Texas" that she was deviating from her proper course, but the vessel took no notice. Consequently seven shells were fired, dropping round the "Texas," which then struck a mine and sank in two minutes.

The military commander says that 69 men were drowned and 15 injured.

THE OSBORNE JUDGMENT.

Reversing Measure to be Introduced.

LONDON, MAY 2.

In the House of Commons, to-day, Mr. Asquith announced that a Bill to reverse the Osborne judgment would be introduced before Whitsuntide.

BRITISH EAST AFRICA.

LONDON, MAY 2.

In the House of Commons, Mr. Harcourt announced that it had been found possible substantially to improve the pay of certain departments in British East Africa, including the administrative staff on the estimates for the current year. He was unable to give details as some matters were outstanding.

THE CHINESE LOAN.

LONDON, MAY 3.

Sir Edward Grey in the House of Commons to-day, replying to a question concerning the China loan, which the British Government approves, said that nobody wished to infringe the independence of China in any way. If China borrowed money it was for the leaders and Governments concerned to fix conditions, affording proper security.

THE TITANIC DISASTER.

LONDON, MAY 3.

Mr. Ismay has left New York for England.

FRANCE AND MOROCCO.

Mulai Hafid's Desire to Abdicate.

[THROUGH REUTER'S AGENCY.]

LONDON, MAY 3.

Despatches from Fez show that before signing the treaty with France, granting that country a protectorate over Morocco, Mulai Hafid insisted on abdicating, declaring that he became the Sultan as defender of Morocco against foreign intrusion. At the instance of the French Consul, however, he decided to await the arrival of M. Regnault, in order not to show disrespect to France.

When M. Regnault arrived Mulai Hafid repeated his wish to abdicate, declaring that the French had deprived him of all power. Finally M. Regnault succeeded in gaining the Sultan's confidence, and induced him to sign the treaty, pointing out that international necessities were involved.

THE "OCEANA" WRECK.

British Court puts Blame on P. and O. Boat.

LONDON, MAY 2.

An action began in the Admiralty Court today, the P. and O. Company *versus* the owners of the "Pisagua," for damage done to the "Oceana," the plaintiffs alleging negligent navigation, and the failure of the "Pisagua" to take steps to avert the collision.

The defendants denied negligence and alleged that the "Oceana" continued her course at a great speed, without indicating how she intended to pass the "Pisagua."

The Board of Trade enquiry into the "Oceana" accident is proceeding simultaneously.

LONDON, MAY 3.

The Admiralty Court has decided that the "Oceana" alone was to blame for the collision between that vessel and the "Pisagua," and judgment was accordingly given in favour of the owners of the latter vessel.

The work of salvage in connection with the "Oceana" is continuing daily. Yesterday 46 bars of silver were recovered, and on Wednesday 190 bars.

EDUCATION IN SIAM.

University to be Started at Bangkok.

BANGKOK, MAY 3,

The King has sanctioned the scheme to establish a university at Bangkok with eight faculties, which include medicine, laws, engineering, agriculture, commerce, pedagogy and political science.

AFFAIRS IN PERSIA.

Opponents of the Government to be Imprisoned.

LONDON, MAY 2.

Reuter is informed that the Persian Government has resolved to reassemble the Mejliss at the earliest opportunity, but before ordering the elections, the Government considers it necessary for the welfare of Persia, and in the interests of her good relations with foreign Powers to remove the extremist element from the Democratic party, whose action is not consonant with patriotism at a time when Persia desires to be on friendly terms with Britain and Russia, and when the united action of all parties is necessary.

These extremists will be released after the elections. The Government also intends to create a Senate in accordance with the constitution.

(FROM OUR CORRESPONDENT.)

ALLAHABAD, MAY 3.

In regard to the report of an attack on Major Petersen by tribesmen to the north of Ispahan, Sir Dawood Khan Meftahas Saltaneh, Consul-General for Persia in India, who is now in Simla, states on the strength of an official communication, which he has received, that Major Petersen was returning from Shiraz, when he and his party met some sowars of Haider Ali Khan at Moorcheh Khar, and captured them. Some of the inhabitants of Moorcheh Khar endeavoured to rescue the sowars. An affray ensued, which resulted in three of Haider Ali Khan's men being killed or wounded. Major Petersen's gendarmes had no casualties.

No confirmation of the Teheran reports as to the disturbances at Kerman has yet reached India.

THE ROYAL MAIL CO.

New Capital to Develop Business.

LONDON, MAY 3.

The Royal Mail Company offers £900,000 of ordinary stock at the price of 110. This capital is required for the construction of new steamers and general development. It is anticipated that the opening of the Panama Canal will afford an opportunity of developing the valuable connections of the company in the Pacific.

THE BAGHDAD RAILWAY.

LONDON, MAY 3.

Mr. Asquith, replying to a question in the House of Commons to-day, said that Britain was carrying on negotiations with respect to the Baghdad-Basra Railway with Turkey, who, in return for compensations elsewhere, had bought out the Company from this section, subject to certain conditions relative to German participation.

ENGLISH CRICKET.

LONDON, MAY 3.

The M.C.C., to-day, defeated Notts by an innings and 56 runs at Lord's.

NORTH-EASTERN BENGAL.

(FROM OUR CORRESPONDENT.)

SIMLA, MAY 3.

As a result of the Abor Expedition and other friendly missions to the various tribes on the North-Eastern Frontier, the maps of these regions will be revised and brought to date. Already Capt. C. W. Gunter, Deputy Superintendent, Survey of India, who has just returned from the Mishmi Political Mission, has been placed on special duty to revise the existing maps of the Mishmi country from the surveys lately carried beyond the Assam Frontier.

TURCO-ITALIAN WAR.

Deadly Reconnaissance by Dirigibles.

[THROUGH REUTER'S AGENCY.]

ROME, MAY 3.

Dirigible balloons made a reconnaissance over the Turkish camp at Azizia Suana Benaden. They dropped forty bombs with terrible effect.

The Dardanelles.

LONDON, MAY 3.

In the House of Lords, Lord Newton asked if the Government had addressed any representation to Italy on the subject of the closing of the Dardanelles.

Lord Morley, in reply, said he did not deny the disastrous situation in the Black Sea and the Dardanelles. The Government had been in constant communication with the Turkish and Italian Governments with the result that after no unreasonable length of time, considering the difficulties of the Porte, the Straits would be re-opened.

It was unreasonable to ask the Government to prescribe the limits in which Turkey and Italy should carry on operations. That would be going beyond anything ever conceived in international law or diplomatic usage. The Government had thoroughly performed the duties of a neutral Power.

Lord Lansdowne asked if it was true that the Porte would only reopen the Straits, if Italy promised not to re-attack the Dardanelles.

Lord Morley replied: "That assertion is quite inconsistent with the words used to the British Ambassador."

NEWS BY THE MAIL.

A "Times" telegram from Rome, dated April 12, says:—The Italian native troops yesterday morning occupied the important fortified post at Bu Kemmesh. This fort, west of the peninsula of Sidi-Ali, commands the Tunisian caravan routes, and is the principal key to the frontier of Tunis. The telegraph line connecting Tripoli with Tunis is now in the possession of the Italians.

Rome, April 15 ("Times").—The work of the engineers at Fort Bu Kemmesh having been seriously interrupted yesterday by large bodies of Turks and Arabs, General Garioni despatched a battalion of "askaris" with the object of dislodging the enemy. The "askaris" made a circuit, taking the enemy in the rear and on the flank and putting them to flight. The engineers and coastguards then made a sortie from the fort, completing the rout. The Italian loss was one killed and six wounded. The Turkish loss was heavy. The landing of stores is being rapidly completed.

April 17.—Yesterday morning the Turks attacked Fort Lombardia at Derna, and were repulsed with some loss. On the Italian side one Artilleryman was killed and one Alpine soldier wounded.

Constantinople, April 16.—The Ambassadors of the five Powers visited the Foreign Minister separately this morning, and after pointing out in the friendliest manner that the continuation of war between Turkey and Italy was fraught with danger to European peace and must inflict serious losses upon the belligerents, requested to be informed upon what conditions the Porte was ready to make peace. Assim Bey, in each case, replied that he was unable to give an answer until he had consulted the Grand Vizier and his colleagues, and until the terms of their reply had received the Imperial approbation. The Council of Ministers to-night is reported to have prepared a reply to the Powers, in which the Turkish case against Italy is given at length, the effect being that the Porte is unable to discuss peace terms until the Italian decree annexing the Turkish African provinces has been withdrawn.

It is stated at Rome that the Grand Senussi has issued a proclamation forbidding his followers to take part in the war against the Italians.

A DANGEROUS COAST.

Question of a Light-house at Guardafui.

LONDON, MAY 3.

In the House of Commons, Sir Edward Grey, in reply to Mr. Molteno, said the negotiations with Italy for the erection of a light-house at Guardafui were discontinued in 1908, owing to difficulties raised in the course of negotiations with other Powers, regarding the collection of dues at particular posts not in Italian territory. The Government were still hopeful that a scheme might be devised, satisfactory to all the Powers.

PRIVY COUNCIL APPEALS.

The Dakore Temple Judgment Upheld.

LONDON, MAY 2.

The Privy Council has delivered judgment, upholding the decision of the High Court of Bombay, with reference to the scheme of management for the Temple of Dakore, containing the twelfth-century image of the god Sri Ranchodraiji; the appeal of Sevak Kirpashankar Daji and others being dismissed, subject to certain alterations in the scheme. The costs of both parties are to come out of the management fund.

The litigation originated in 1903.

The Council also dismissed the appeal against the judgment of the Judicial Commissioners of Oudh in the Narpat Singh will case, litigation in connection with which began in 1906.

MR. J. A. BRYCE.

"Reciprocity" Letter to Messrs. Taft and Roosevelt.

LONDON, MAY 3.

The papers deny the rumour that Mr. Bryce, who has just started on a holiday in Australia, has been recalled to Washington. They state that his leave was arranged long before the publication of his old letter to President Taft and Mr. Roosevelt, declaring that reciprocity would make Canada only an adjunct of the United States.

The appearance of the letter has caused a sensation in Canada.

BRITISH AVIATION.

Interesting Statement by the "Daily Mail."

LONDON, MAY 3.

The *Daily Mail* states that the Government has authorised the purchase of sixty aeroplanes, and will order one hundred more, immediately sufficient Army and Navy airmen have been trained.

P. AND O. SHARES.

LONDON, MAY 2.

P. and O. shares have fallen from 405 to 340 on the Company's statement, disposing of amalgamation and other rumours.

RACING AT HOME.

The 1,000 Guineas Won by an Outsider.

[THROUGH REUTER'S AGENCY.]

LONDON, MAY 3.

The resnlt of the One Thousand Guineas is as follows:—

Tagalie.....Hewitt 1
Alope.....Carslake 2
Belle Isle.....H. Jones 3

ALSO RAN:—Lolette (Earl); Silesia (Martin); Polkerris (F. Wootton.); Miss Spearmint (F. Templeman.); The Tylt (Rickaby); Bill and Coo (Winter); Charmian (Maher); Fair Relative (Trigg); Mountain Mint (Walter Griggs); and Golden Note (Clark).

THE RACE.—Won by a length and a half; three-quarters of a length between second and third.

BETTING.—20 to 1 against Tagalie; 20 to 1 Alope; 7 to 4 Belle Isle.

Latest Derby Betting.

The latest betting on the Derby is:—
3 to 1 against Lomond.
9 to 1 against Hall Cross.
20 to 1 against Lorenzo.

Jubilee Stakes.

The betting on the Jubilee Stakes is:—
6 to 1 against Uncle Pat.
10 to 1 against Royal Tender.

THE FINANCE DEPARTMENT.

Changes Consequent on Sir G. F. Wilson's Leave.

(FROM OUR CORRESPONDENT.)

SIMLA, MAY 3.

The official changes consequent on Sir Guy Fleetwood Wilson proceeding on six months' leave have now been fully arranged. The appointment of Mr. R. W. Gillan, C. S., as officating member of the Viceroy's Executive Council has been officially announced this evening. The announcement has been well received in view of the important financial and currency questions now pending before the Government of India.

It is understood that Mr. H. F. Howard, Collector of Customs, Calcutta, will officiate as Financial Secretary to the Government of India. He was, for three years, connected with the Finance Department under Sir Edward Baker and also rendered excellent service in connection with the imposition of the import duties three years ago. Mr. Howard is the author of a book on Indian Finance and a known writer on finance and economics.

PAPER MAKING IN INDIA.

New Pulp Manufacturing Company Started.

(FROM OUR CORRESPONDENT.)

LUCKNOW, MAY 3.

A baib and wood pulp manufacturing company, has just been registered here, with a capital of four lakhs in four thousand shares to manufacture pulp for paper mills.

A KIDNAPPING STORY.

(FROM OUR CORRESPONDENT.)

ALLAHABAD, MAY 3.

A defamation case creating great interest here, is proceeding in the Joint Magistrate's Court. The complainant, Dr. Tej Bahadur Sapru, a well-known advocate of the High Court, has charged Dr. Bageshri Narain, a local medical practitioner, with alleged defamation, in that he laid an unfounded report at the police station, to the effect that Dr. Sapru had kidnapped the accused's minor son and had confined him in his house. The police on enquiry did not find the boy as alleged, but found on the other hand that the advocate was away at Benares. They suggested that the complaint had been made made in consequence of partition disputes, in connection with which Dr. Sapru had served notices on the accused on behalf of the accused's son.

THE BODDAM MEMORIAL.

(FROM OUR CORRESPONDENT.)

MADRAS, MAY 3.

Speaking at the annual meeting of the Muslim Educational Association of Southern India, Justice Abdur Rahim, President of the Association, once again expressed disappointment that the Boddam Memorial Fund started four years ago had not yet reached a stage, which would render it possible for a suitable memorial to be put up to that great benefactor of the Mahomedan community. The annual report was on the whole satisfactory, but as pointed out by the President, the scholarship fund has greatly to be augmented to meet demands from the large number of students in the secondary schools.

PROVINCIAL ENGINEER'S PAY.

(FROM OUR CORRESPONDENT.)

SIMLA, MAY 3,

The Secretary of State has sanctioned the revised scale of pay recommended by the Government of India for the provincial engineer service from the 1st of April, 1911, all provincial officers having also the option of drawing the provincial rates of pay sanctioned in the reorganisation of 1908, for the period from the 18th of March, 1908, to the 31st March, 1911. The officers of the department, both Imperial and Provincial, will in future be borne on one list and the rate of promotion to the rank of Executive Engineer is to be equalised for both classes of officers. A resolution embodying these conditions of service will issue shortly.

RABIES IN BANGALORE.

(FROM OUR CORRESPONDENT.)

BANGALORE, MAY 3.

Mr. R. W. Simpson, of the Mysore Military Veterinary Department, and two of his children have left for the Pasteur Institute at Coonoor for anti-rabic treatment. A young dog belonging to the family behaved in a strange manner recently, and was treated by Mr. Simpson, but did not seem to get better. Mr. Simpson suspected it to be a case of dumb rabies and killed the dog and sent the brains to Coonoor. Telegraphic intimation was received by Mr. Simpson confirming his suspicion and as Mr. Simpson and his two children had been bitten by the dog, they left immediately for treatment.

THE CHANGE OF CAPITAL.

Commercial Agitation in Calcutta.

SPECIAL MEETING CALLED.

(FROM OUR CORRESPONDENT.)

CALCUTTA, MAY 3.

A special meeting of the Bengal Chamber of Commerce, called to consider the transfer of the capital to Delhi as it affects the commerce of Calcutta, was held this evening, and was very large and representative.

The president, Mr. A.M. Monteath, in opening the proceedings said that while they had bowed to the decree that Delhi was to be the capital, because the King-Emperor had said it, still they were free, nay, it was their bounden duty to see that the details of the change were carried through in such a way as to protect the large vested interests they held in the country, and it was in connection with these details that they had met that afternoon.

Mr. J. C. Shorrock proposed the first resolution, which stated that the arrangement whereby the Department of Commerce and Industry was to be located in Delhi or Simla was directly antogonistic to the promotion of satisfactory and cordial relations between the State and the mercantile community, was calculated to retard the commercial and industrial progress of the country, and that it should be reconsidered or modified so far as to admit of the establishment of the direct representation of both the Commerce and Industry Department and the Railway Department in the large maritime centres of trade. Mr. Shorrock said it was upon the merchants of Calcutta, of Bengal and Burma that the mantle of old John Company had largely descended. He said, with all due respect to his Bombay and Karachi friends, that in the event of disaster overtaking the British Empire in India, they with some few exceptions could leave the country limiting their loss to what he might call bazar outstandings, but most of them on the Eastern side of India must stand by the ship for their capital sunk in India, and they could not carry away a zamindari, oilfield, tea garden, coal mine, factory or even a river steamer. In short the difference between the European merchants of the west of India and those of the east was the difference between investment in movable and immovable property. If any part of India had a claim for the location of the Commercial Department of the Supreme Government it was, quite apart from tradition, Calcutta, the most important, financially and commercially of all India's cities. Non-officials had never taken kindly to the Simla exodus, it being considered that the Government of India was isolating itself for too long a period from those conditions and surroundings, which contributed to its efficiency. How much more likely then was that efficiency to be impaired, when in the casting of those conditions and surroundings, its isolation became complete. These Delhi changes, he repeated, were fraught with grave consequences to their commercial interests. Capital would be more difficult to attract to India, and the general credit of the country would suffer.

Mr. R. H. A. Greeson seconded.

Mr. J. E. Woollacott said he rose to make a suggestion. It was perfectly clear what the reply of Government would be, viz., that the change to Delhi having been decided upon, it was impossible to separate a department, which was an integral part of Government. The fact of the change having been acquiesced in rather weakened the Chamber's position, but he thought it would be well if the Chamber pressed that a separate department of Commerce and Industry for Bengal should be established. He suggested that the Chamber should send an accredited deputation to the House of Commons to represent to the members the true state of affairs, and how much opinion had been misled by a glib Under-Secretary.

The President proposed the next resolution, which condemned the financial arrangements for building the new capital and suggested that the cost of building Delhi and also the new capital of Behar and Orissa should be done entirely by a special loan or loans, and that such surpluses as might be available in years of prosperity should be devoted to the relief of taxation. Mr. Monteath said that from start to finish Delhi would be an unproductive work, and the cost of building and maintaining it would be the proverbial mill-stone round the neck of the Government. The Viceroy had told them that he did not see how Delhi could cost more than four millions, while other authorities put the figure at twelve millions. They were vastly different estimates, but had one similarity that both were huge sums. If unlimited capital were available he would not be standing there to protest against the proposal, but India's borrowing powers in England were limited. Another feature was that India required all she could save, and all she could borrow for the expansion of her productive works, and even then she was stinted. The railways, the greatest productive works in India, had received in the last six years less than nine millions sterling annually, instead of 12 1-2 millions, which the Railway Commission recommended. Delhi should not be financed at the expense of the railways or at the cost of extra taxation. The only alternative appeared to be special Delhi loans, the cost of these being added to India's unproductive debt.

Sir Cecil Graham, seconding, said that they had only to look at the total failure of the recent loan to show how hopeless India's credit must be at Home, and how necessary the strengthening of the national credit was.

A third resolution asking for increased representation on the provincial Government by having nine seats reserved for European commercial interests, was moved by the Hon. Mr. Norman Mcleod. He said they claimed two seats for the tea industry, two for the jute industry, one for mining, one to look after railway interests, and the others for general trade interests.

Mr. J. B. Strain seconded the resolution, which was carried.

Mr. A. C. Patterson moved a resolution on railway rates, re-affirming the Chamber's conviction that the device of uniform minima mileage rates, ignored the natural advantages attaching to any particular line of railway, and that it pressed with undue and unnecessary severity on Eastern ports like Calcutta.

Mr. W. A. Lee seconded and the resolution was carried unanimously.

Press Comment.

In an anticipatory leading article today on the meeting of the Bengal Chamber the *Statesman* urges it as desirable, in order to produce a favourable impression on the English public, that the Chamber should secure the co-operation of the Indian commercial community. It also supports the appointment of a provincial Commerce Department, analagous to the Agricultural Department, and deprecates the inclusion of a resolution asking for at least nine members in the Bengal Legislative Council on the ground that this concerns local, and not Imperial Government, and will alienate Indian commercial support from other resolutions.

(TELEGRAMS CONTINUED ON PAGE 5)

THE "TITANIC" DISASTER.

AMPLIFIED ACCOUNTS FROM THE MAIL PAPERS.

AMAZING OPTIMISM OF WHITE STAR OFFICIALS.

"WE ARE NOT WORRIED OVER POSSIBLE LOSS OF SHIP AS SHE WILL NOT GO DOWN."

In perusing the voluminous accounts of the "Titanic" disaster, published in the English papers throughout mail week, nearly the most pathetic feature of the fearful occurrence stands out in the news of the first day; in the message cabled by wireless to Halifax during the early evening, to the effect that

All the passengers were safely taken off the "Titanic" at 3-30.

The White Star Company emphasise their claim that the "Titanic" is unsinkable.

And a further cable from New York, despatched, on the same day declared that The "Titanic" sank at 2-20 this morning. No lives were lost.

Within twenty-four hours of the publication of these encouraging bulletins, the newspapers were producing many pages of matter detailing, so far as available particulars permitted, the terrible human disaster that had actually taken place.

But up to 8 a. m. on Monday, April 15th, the officials of the White Star Company in New York had not received a word regarding the accident, and actually issued the following statement;—

Twelve hours have passed since the collision of the "Titanic" is reported to have taken place. We have heard nothing of an accident.

It is very strange that the "Titanic's" sister ship "Olympic," which has a wireless installation of sufficient strength to send a message across the Atlantic, should have sent us nothing. The "Olympic" should be alongside the "Titanic" at two this afternoon.

The mystery of that ignorance has still to be solved: that it was a mystery the fact that four great ocean greyhounds were racing towards the doomed vessel, in response to her demand for help, bears witness. However, the officials were ultimately informed, but when the first brave spirit of optimism was rudely shaken by the sudden cessation of wireless communication, Mr. Franklin's hope was unimpaired, and he sent to the press the following communique;—

We have nothing direct from the "Titanic," but are perfectly satisfied that the vessel is unsinkable. The fact that the Marconi messages have ceased means nothing.

It may be due to atmospherical conditions, the coming up of the ships, or something of that sort.

We are not worried over the possible loss of the ship, as she will not go down, but we are sorry for the inconvenience caused to the travelling public.

We are absolutely certain that the "Titanic" is able to withstand any damage.

She may be down by the head, but would float indefinitely in that condition.

We figure that—

The "Virginian" will be alongside the "Titanic" at ten o'clock this morning.

The "Olympic" by this afternoon at three, and

The "Baltic" by four o'clock.

The "Olympic," which sent a wireless message to the "Titanic" direct at twenty-four minutes past four, was informed in reply that great damage had been done.

The captain reported he would tranship the passengers to the first steamer which came alongside.

The "Virginian," which will in all probability be the vessel, will, it is believed, go back to Halifax (Nova Scotia).

How terribly this confidence was misplaced we know, and Mr. Franklin knew a few hours later, at 9 o'clock on Monday night in fact and had to admit, there had been "horrible loss of life. We can replace money," he added, "but not lives."

THE FIRST NEWS.

The first telegrams of the disaster published in London were in the evening papers of Monday April 15th.

For the following chronological account of the disaster we are indebted to the "Daily Telegraph":—

Montreal, Monday (6.0 a.m.)

"Titanic struck an iceberg. Sends marconigram asking for assistance. Virginian going to her rescue."

The above marconigram, which was received at Montreal from the Allan liner Virginian, via Cape Race, reached Montreal at midnight.

As the Virginian sailed from Halifax for Liverpool at eight o'clock on Sunday morning, she was fourteen hours out and thus near Cape Race, when she received the Titanic's wireless call for help. It is impossible to guess the distance between the vessels at that time; probably it was between two and three hundred miles, so it was hoped that the Virginian would reach the mammoth White Star liner in time to prevent a disaster, no matter how severe might be her injuries.

It is stated here that the Virginian is capable of taking all the Titanic's passengers off if necessary.

This is the second mishap to the Titanic on her maiden voyage.

THE "C.Q.D." SIGNAL

Montreal, Monday Afternoon.

The subjoined telegram was received here late last night:

Cape Race, Sunday (10. 25 p. m.)

At 10. 25 to-night the steamship Titanic called "C. Q. D.," and reported having struck an iceberg. The steamer said that immediate assistance was required.

Half an hour afterwards another message came reporting that the Titanic was sinking by the head, and that the women were being put off in lifeboats. The weather was calm and clear. The Titanic's wireless operator reported, and gave the position of the vessel as 41.46N. latitude. 50.14 W. longitude.

The Marconi station at Cape Race notified the Allan liner Virginian, the captain of which immediately advised that he was proceeding to the scene of the disaster. At midnight the Virginian was about 150 miles distant from the Titanic, and expected to reach that vessel about ten a.m. on Monday. The White Star liner Olympic, at an early hour this (Monday) morning, was in latitude 40.32 N., and longitude 61.16 W. She was in direct communication with the Titanic, and is now making all haste towards her.

The White Star steamship Baltic also reported herself as about 200 miles east of the Titanic, and was making all possible speed towards her.

The last signals from the Titanic were heard by the Virginian at 12.27 a.m. The wireless operator on the Virginian says these signals were blurred, and ended abruptly.

Shipping men here are inclined to the opinion that the mammoth liner was simply unable to make her way along to any extent, and had been heading for Halifax, when she got in communication with the Virginian. With her thirty-eight water-tight compartments the danger had been reduced to a minimum, as far as marine and engineering science could make a ship.

New York received from Montreal its first news of the accident to the Titanic. The only information received on land from either vessel was the Marconigram from Captain Gamble, of the Virginian, which was in turn transmitted by land from Cape Breton to Mr. George Hannah, at the Allan Line offices here. From Montreal the message was communicated to New York, where the news caused a big sensation.

Early this morning a flood of messages came from New York, asking for additional details but up to three o'clock this afternoon nothing more had come from Captain Gamble.

New York, Monday Afternoon.

Despatches to the White Star Line's New York office report that the Titanic, at 4·30 this afternoon, was being towed to Halifax by the Allan liner Virginian. The sea was calm and the weather conditions fair.

Her passengers are on board the Cunarder Carpathia and the Allan liner Parisian, which are proceeding for Halifax. They will be brought to New York overland.

It is added that the transfer was made safely, in calm weather.

The White Star liner Baltic was reported at three p. m. as hurrying to overtake the other vessels with the purpose of taking the Titanic's passengers from them. This second transhipment is likely to be made early this evening, and the passengers may reach Halifax more quickly. The Baltic performed a like service for the Republic's passengers in January, 1909, taking them off the Florida, which had rammed the Republic.

The Titanic's watertight bulkheads forward are reported in the latest wireless despatches to be holding up well, and the prospect of getting her to port is regarded as good.

Most of the crew remain on board.

It was only when the Olympic, bound east, and 260 miles from the scene, got into wireless touch with the Virginian at noon that the first reassuring word was received. Captain Haddock, of the Olympic, ended many hours of suspense, in which even the White Star Line officials were without any authentic news.

FIRST CALL FOR HELP.

New York, Monday Evening.

The first call for help from the Titanic was at 10-25 last night, and it was received at Cape Race almost the same hour. The captain of the Virginian received a like message. He at once headed his ship to the Titanic's rescue.

About one o'clock this morning the Allan Line offices in Montreal received information of the Titanic's plight. The information was immediately made public and this was the first intimation the world received of the mighty ship's peril. The fact that the greatest ship ever launched might possibly be sinking on her maiden voyage made the situation one of dramatic intensity.

About midnight the Virginian sent a marconigram saying that she was under forced draught, and some 170 miles on the American side of the endangered liner.

The Titanic's sister ship Olympic about this time reported to Cape Race by wireless that she was in latitude 40.32deg. N. and longitude 61.18deg. W., and was in communication with the Titanic, and using every ounce of steam on both her turbine and reciprocating engines. She was then about 200 miles away from the scene of trouble.

At 12.27 a.m. communication between the Titanic and the Virginian suddenly stopped. The wireless operator on the latter ship said that the signals first became blurred and then ceased. The first message from the Titanic read, telling of her trouble:

"Have struck iceberg; badly damaged; rush aid."

WIRELESS INTERRUPTED.

About 4·30 a.m. a message reached Halifax announcing that most of the passengers were then in the lifeboats, and that the Titanic was sinking slowly by her head. After that wireless communication direct from the vessel was interrupted. The White Star line officials at New York received nothing more definite than this up to 7 a.m. They announced that the stoppage of the Titanic's wireless meant little or nothing. They likewise expressed the belief that the Titanic was unsinkable, and would remain afloat indefinitely. Even if she sank many feet forward, they said, she had fifteen watertight compartments, and that the smashing of several of those forward would not sink her.

Not long after this came a welcome and reassuring, though unsigned, Marconigram, which read: "All Titanic's passengers safe." Almost as welcome was the information from the Marconi operator at St. John's, Newfoundland, which indicated that the Titanic herself was to be saved. This wireless read: "Titanic according to messages from; Cape Race to St. John's Newfoundland, and other near-by points, is nearing the vicinity of Cape Race."

In the meantime, and despite these words of cheer from the Titanic and the ships on their way to her rescue, the White Star line officials at New York were extremely worried. Vice-President Franklin was at his office long before daylight, and sent requests to both the Titanic and the Olympic, asking for the fullest information.

The suspense of the thousands of relatives of the passengers and crew was pathetic. They made every effort to get news, and there was little or no news to give them. By telephone and in person they pleaded with the officials to tell them the latest information.

It was eleven o'clock before Mr. Franklin got anything really worth while. This was a despatch stating that the Carpathia, of the Cunard, and the Parisian, of the Allan, line, were standing by. It was also announced that the Carpathia had taken off twenty boat-loads of women and children.

This despatch came from Captain Haddock, of the Titanic's sister ship Olympic, and was all the more welcome as it was the first news since daybreak from him. His silence had been both inexplicable and exasperating to the officials here. He said to them that he was 260 miles from the Titanic, and that he had received the information he reported.

from the wireless, operators on the Parisian and the Carpathia, both of which were standing by the Titanic.

The next welcome bit of information was a wireless message to Mr. Franklin stating that the Baltic, bound west, was within sight of the Titanic, and going to her rescue under full steam.

SCENES IN NEW YORK.

Endless Crowd of Weeping and Distraught People.

New York, Tuesday.

Unprecedented scenes marked the early morning hours in and around the White Star offices, and at dawn to-day the endless crowd of weeping, sobbing, distraught men and women increased. All yesterday friends and relatives of the passengers had been prisoners of hope. Many of those who had left the offices during the day, encouraged by the optimistic reports given out by the company's officers, and smiling at the thought of the early arrival of dear ones, returned last night in tears. They remained patiently awaiting most of to-day, albeit the news received was only of a most fragmentary character, and such as it was, confirming the worst fears.

The officers and clerks replied to thousands of inquiries during the day. Some of them had been at the offices since four a. m. yesterday. They believed at first that all was well with the passengers on the greatest steamship a float; then came the staggering news that hundreds of souls had gone down in two miles of ocean depth. People hoped against hope that messages from the Virginian and Parisian would relieve the anxiety and diminish the list of fatalities, but when at last the brief laconic messages came, reporting "Nobody rescued," everyone was despairing.

Not since the Slocum was burned to the water's-edge almost within sight of this city, with the sacrifice of 959 lives chiefly women and Sunday-school children, had New York been so inexpressibly shocked. All to-day long lines of motor-cars crawled along close to the kerb, and richly dressed men and women hurried in to the White Star Company's building and up to the offices on the second floor. Weeping women and staggering men returned to their machines and drove off to make way for others. The company could not give a ray of hope; it could say that there was nothing to contradict the report that hundreds had gone down with the liner, and we must await the arrival of the Cunard's Carpathia late on Thursday or early on Friday for full details.

ANXIOUS INQUIRERS.

Among the first to reach the offices and ask for information was Mr. Vincent Astor, son of Colonel John Jacob Astor. He was accompanied by Mr. William Dobbyn, Colonel Astor's secretary. They were led to the private office of Mr. Franklin, vice-president of the International Mercantile Marine, and remained half an hour. Young Astor had heard a rumour that his father had gone down with the ship, but his step-mother was saved. When the party came out he was sobbing, supported by his father's secretary. Neither would say what information they had obtained.

Twice to-day young Astor drove to the offices, and when told that no complete list of the survivors had been received, he again left weeping, with his face in his hands. "Have you heard anything of your father?" he was asked. "Not a word," he replied; "I fear the worst."

Applicants for information came in scores throughout to-day. They had read the morning newspapers and seen the list of survivors, but still hoped that the name of some loved one had been accidentally omitted. They came tremulous with hope and fear, and always left sobbing. Hardened reporters assembled all day in the lobby of the White-Star offices refrained from questioning them.

Among them who made inquiry during the night and again to-day were Mr. William Force, father of Mrs. John Jacob Astor; Mr. Bradley Martin, jun., who would not tell for whom he was anxious; Mr. Pierpont Morgan, jun., who denied that the Morgans on the passenger list were relatives; and former Senator Clark of Montana.

"DESPAIRING RELATIVES."

A young man and a young woman who refused to tell their names rushed into the offices before breakfast-time. "Is it true the Titanic is sunk?" asked the man. He was told it was. "My God," he exclaimed, "then we are ruined; they are all lost." The young woman became hysterical as she was led to the street.

In all the leading hotels rooms had been reserved for the Titanic's wealthy passengers. At the Ritz-Carlton Lord Rothes patiently waited all night for some tidings of Lady Rothes, who was on board the Titanic. Others on the Titanic who booked here were Mr. George Widener and his son Harry, and Mr. Bruce Ismay, chairman of the White Star Line.

The Hotel Gotham reported that just before the wreck they received a wireless message from a man from Stockholm, who signed his communication Bjornstorn Steffansen.

When the later reports of the disaster circulated in the big hotels, scenes of excitement and anxiety were instantly enacted. At every large hotel there is a steamship man, who has a desk, at which he arranges Transatlantic passages. These places were besieged by anxious friends and relatives of the "Titanic's" passengers. Little groups stood about and discussed tragedies in the lobbies, and when some guest arrived with fresh news they circled around and made hurried inquiries.

"I had more than thirty reservations from people on the "Titanic," said Mr. George Boldt, proprietor of the Waldorf Hotel. "It seems almost inconceivable that such a thing should have occurred with such a ship at this time of the year. One man was coming from Scotland. He is old and infirm. I am afraid he would never make the lifeboot. Some of my dearest friends—people who have been here ever since I opened my house—were aboard the sunken liner. It is too bad."

Mr. Boldt was so much affected that he gave up his work for the night and sat in his private office receiving bulletins.

Many people arrived here from distant parts of the United States and Canada to meet the Titanic and celebrate her maiden trip by a banquet on board. Most people here believed that the Titanic was unsinkable. They had been so assured by scores of apparently competent authorities on both sides of the Atlantic. Mr. Franklin, vice-president of the White Star Line, so assured "The Daily Telegraph" representative when he was asking for information. Nothing could be more emphatic than his assurance on the point, and everywhere where his words were circulated people grew calm and confident.

THE "UNSINKABLE" SHIP.

To-day we learn that Captain Smith has gone down with his unsinkable ship, and Mr. Franklin, greatly depressed, has only to say, "I must take upon myself the whole blame for that statement. I made it, and I believed it when I made it. The accident to the Olympic, when she collided with the cruiser Hawke, convinced me that these ships, the Olympic and Titanic, were built like battleships, able to resist almost any kind of accident, particularly a collision. I made the statement in good faith, and upon me must rest the error, since the fact has proved that it was not a correct description of the unfortunate Titanic."

Americans are appalled by the magnitude of the sea tragedy, and overwhelmed by the failure of the Titanic's safety devices. They are asking to-day: "Is there such a thing as an unsinkable ship?"

Mr. Lewis Nixon, the well-known naval architect, of New York, who designed the battleship Oregon and her class, believes that the Titanic crumpled up like an accordion. He admits that no stronger ship than the Titanic was ever built, and the fate that has befallen her may attend any other vessel striking a big iceberg or a submerged wreck.

THE V I CONTINUED.

New York, Tuesday Night.

A crowd assembled outside the office of the White Star Line this evening just as large as at any time yesterday. The latest bulletin says that 202 out of 325 first-class passengers have been saved, and 114 out of 285 second-class.

Many domestic tragedies are revealed as one reads the list of survivors. In several instances wives have been saved and husbands lost, or husbands and wives have been lost and a child and a nurse saved. It is estimated that nearly 10,000 wireless messages to the Carpathia await answer.

Newspapers from allover the world have demanded a personal narrative from Mr. W. T. Stead, inviting him to name his own price; but Mr. Stead's name is not on the list of the survivors.

Such fragmentary Marconigrams as come to hand indicate clearly that this newest and most luxurious and safest of ships, this unsinkable Titanic, found her grave in water two miles deep. The spot was only thirty miles south of the place where she received her death-blow from the ice, but the Titanic had been four hours in covering that distance in a hopeless quest for succour from the onrushing ships to which she was sending her frantic wireless appeals for help.

None of the many vessels that received the summons and sped out of their course to respond, however reached the Titanic before she went down. The stories printed here yesterday to the effect that the Virginian was towing the Titanic, and that the prospects of reaching Halifax were "decidedly good" belong to the same series of stories as describe" the "stompede for the boats," and the "rowing through fields of ice," and other wireless myths.

THE "LAW OF CHIVALRY."

The Carpathia, of the Cunard Line, in command of Captain Rostron, was the first to arrive, and she found twenty boatloads of survivors, most of them women and children, floating about among the ice-floes. All these people were finally taken aboard the Carpathia, after many hours' manœuvring, by that vessel, to carry out the rescue work in a twenty-mile-wide ice-field, without meeting the same fate as that which had overtaken the Titanic.

The other vessels that responded to the call found only wreckage and bodies, for the most part the bodies of men, because the law of chivalry of the sea had prevailed, and it was "the women and children first" in the last horrible hour of the Titanic. So far as one can interpret the brief wireless messages, it seems certain that the women and children, irrespective of rank or cabin, really did go first into the boats; that discipline was maintained; that the captain went down, as he would desire, with his ship; and that only so many of the crew escaped as were required to man the boats. Such is about the only consolation, apparently, to be derived. There has been no suggestion of a repetition of the scenes of panic which marred the last hour of the French liner Bourgogne.

At 7.50 a. m., New York time, Captain Rostron said that he was proceeding to New York with 800 of the rescued passengers: "After having consulted Mr. Bruce Ismay, and, considering the circumstances, with so much ice about, I believed that New York was the best, in view of the large number of ice-bergs, and the twenty-mile field of ice with so many bergs."

Mr. Franklin, vice-president of the White Star Line, when questioned by reporters this afternoon, repeated that he did not know any passengers that could be considered as safe outside of the 868 aboard the Carpathia.

Mr. Franklin was repeatedly urged to make public the full text of the wireless message received last night from Captain Haddock of the Olympic. This he refused to do. His attention was called to the fact that he had so far given only his own version of the message announcing the sinking of the Titanic.

I thought Captain Haddock's message so disquieting that I didn't believe it good policy to give the entire context. It's a curious thing," he added, "that no one received more definite information concerning the sinking of the vessel."

"Do you thing it good policy to keep back the entire truth?" he was asked. "Nothing has been kept back," was the answer, given emphatically. "So far as the White Star-Line is concerned every thing has been made public."

The brief wireless despatches indicate that the passengers and crew passed through thrilling experiences from the very moment the Titanic crashed into the berg in the dead of night until the Carpathia, several hours later, reached the scene and rescued the survivors from the life-boats floating helplessly in the sea. The ice collision occurred at a time when most of the passengers had retired, or were about to go to bed. The shock of the collision sent many to the decks, partly dressed.

THE SURVIVORS' SUFFERINGS.

A wireless despatch came through Camperdown, Nova Scotia, that the passengers were ordered to the lifeboats at once. This would indicate that the Titanic's condition was such that no time could be spared to return to the cabins for additional clothes, and danger still confronted even those so fortunate as to be put aboard the lifeboats. Huge quantities of field ice covered the ocean, and in the darkness the crews had to guide their boats with the greatest care to prevent them from being jammed and overturned. The ice was so heavy that the lifeboats could not force their way through it, and as a result the boats became widely separated.

The air was bitingly cold, and the chill that rose from the ice-floes caused the half-dressed passengers the greatest suffering. All through the night the lifeboats bobbed helplessly between the shifting cakes of ice, while the survivors prayed for dawn to come.

Shortly after two o'clock the sinking Titanic made her great dive into the sea, carrying with her over 1,400 persons to their death. Wireless reports of disputed authenticity describe her sinking with the captain clasping the rail of the bridge, and the wireless "still spluttering for help." Day-light came, and with it arrived the Cunarder Capatnia, which found only a score of lifeboats, filled with members of the crew and passengers, floating helplessly about the vicinity where the Titanic had gone down two miles south of where she had met her death-blow four hours before.

Captain Smith, the commander of the Titanic, probably went to his grave with the ill-fated vessel without once being able to communicate direct with the agents of his line. Aside from the "S. O. S." sent by his wireless operator, not one word from him was received up to the time the Titanic sank, bow foremost into the ocean.

The White Star officials here impute not the slightest blame to Captain Smith. Mr. Franklin, in the moment of greatest stress, with his face haggard by the all-night watch, declared to-day, "He was a fine sailor, brave as a lion. If anybody stuck to his post of duty to the last moment, I guess it was Captain Smith."

Another hero of the Titanic is believed to be the wireless operator, but here again for authentic news we still wait for the Carpathia.

One result of the White Star Line's misfortune is the increase prosperity of the Cunard's New York office. All to-day people who had booked by the Titanic were flocking into the competing office, where a special force of clerks worked under great pressure all day.

SCENES IN LONDON.

Sad Procession at Oceanic House.

Throughout Wednesday deeply pathetic scenes were witnessed at the West-end offices of the White Star Line, at Oceanic House, Cockspur-street. Even before the time for the commencement of business a little crowd had collected in front of the building, the majority being anxious relatives of passengers or members of the lost Titanic's crew.

As soon as the doors were opened a sad procession began to pass in and continued almost without a break until late in the evening. Over and over again the question was asked, "Who are saved?" and the answer was generally the same, "We cannot tell yet. Names are coming through slowly,', and with this reply the distraught inquirer had to be content.

Hundreds of telegrams were received asking for news, and the telephones were kept going all the time, calls coming not only from London but from many parts of the country.

On the notice boards were placed copies of two wireless messages, and that grim announcement from Cape Race stating that the Carpathia had "found boats and wreckage only" held the attention of every caller. The officials had the scantiest information at their disposal, but they did what little was possible to relieve the distress of those who asked for further details of the disaster, and who sought with pitiful eagerness to hear if the first report that no lives had been lost might yet prove true. Hope was all too often extinguished by the reply that there was little doubt that very many had gone down with the great liner.

AN AIR OF TRAGEDY.

Many inquirers drove up in motor-cars of taxi-cabs, and on hearing that there was nothing fresh went quickly away again. Men wearing silk hats and frock coats visited the offices, evidently finding business impossible while the fate of those dear to them was unknown, but all alike were obliged to leave—unsatisfied, drawn, set faces showing the strain under which they were suffering. A well-dressed lady came to inquere about her husband. His name was not in the list of survivors and as she re-entered her cab she leant forward in despair her face buried in her hands. This was but one of the many examples of the remarkable restraint exhibited the majority of the callers doing their best to conceal their grief.

For all that an air of tragedy pervaded the scene. Men and women left the bright sunshine of the streets to join the dreary assembly in the offices. They quietly took their places in the queues in front of the counter, put a low-toned question or two to the officials when their turn came and then went up to the little throng always scanning the messages on the notice-board. Sometimes the visitor would be a fashionably-attired lady, her eyes red with weeping, and with her handkerchief to her face, and side by side with her would stand a humbler figure, a relative, doubtless, of one of the Titanic's gallant crew. As often as not the common sorrow drew them together, and they exchanged a few words as they read over the bluntly-phrased telegrams.

SCANTY INTELLIGENCE.

In the corners were gathered two or three groups, fearing to leave the offices for a moment lest some new message or list of names might be given out. Many anxious ones returned to Oceanic House at frequent intervals during the day, but unhappily there was little to comfort them. In several cases ladies were too agitated even to go to the counter. They glanced at the notice-boards, and at once walked hurridly out. It appeared that the seaport towns were as badly off for intelligence as London, and a number of people journeyed up to the metropolis with the idea that they might obtain news of friends or relations sooner there than anywhere else. One woman accompanied by her two sons, had come from Southampton. Her husband was a steward, and had been transferred from the Olympic to the Titanic. After a little she summoned up courage to ask, "Who of the crew are saved?" "We have no names of the men yet," she was told.

As the morning wore on there was a constant stream of motor-cars and cabs, and it was found necessary to put extra police on duty in order to keep the pavement clear. Overhead, the flags on all the shipping offices were at half-mast, in token of mourning for the victims of this appalling catastrophe. Shortly after two o'clock a list of some sixty survivors, most of whom had been travelling in the first saloon, was posted, but for some hours no addition was made to the number. Copies of the newspapers were eagerly bought, and were shared amongst those who were waiting. It was painful to watch the haggard, white faces of men and women alike as they read the latest telegrams and ran their eyes down the columns of the names of the rescued. Occasionally there was an exclamation of thankfulness, "Thank God, she's saved!" but this was the exception. Usually the search was in vain, and another terrible period of suspense had to be endured.

WATCHING FOR NAMES.

Night brought little or no lightening of the load of tragic despair borne by the crowd of anxious relatives and friends, for the lists of survivors published in the newspapers during the day were painfully complete, so far, at least, as they went, and the lists which came at intervals overthe wires to the officials of the company in the earlier part of the night were little more than confirmations of what was already known. There was a heart-rending pathos in the frantic rushes to the boards as the lists went up, the rapid scanning of she names, and the awful disappointment on people's faces as they turned away.

Save for one lady, who leant her head against the board and sobbed convulsively, most of the waiting crowd appeared to have reached the stunned condition where grief finds no visible outlet. Men tried to smoke, and, finding it a failure, walked a monotonous course up and down the hall. White-faced women clustered around the lists and read and re-read the names, as if fearful of having, in the excitement, missed the one name for which they were looking.

Soon after nine o'clock a whole batch of fresh names, this time of second-class passengers, was put on the board, and some people went away happy. This was quickly followed by a further first-class list, in which some, at least, of the names were new. It meant relief for a few. The others just settled—or tried to settle—to wait.

THE FINANCIAL ASPECT.

A Partial Insurance of £730,000.

The "Daily Telegraph" Marine Insurance Correspondence writes:—Monday at Lloyd's was a day full to the brim with excitement and anxiety on the part of members to know the amount of their holding on ship and cargo, and speculators were busy in taking or doing the risks against the Titanic getting into Halifax. Monday, in short, was the underwriters' day; yesterday the underwriter was completely overshadowed by the man, and all thoughts were turned to the appalling loss of human life.

As I stated yesterday, the amount insured on the vessel is £730,000. More would no doubt have been done had sufficient market been available—on an insured value of £1,000,000 the rate for twelve months, which underwriters were paid, being 15s. per cent., insurers to pay anything in excess of £150,000 on a single claim. The value of the Titanic in the present state of the shipbuilding market is £1,500,000. Compensation to the relatives of the crew does not fall on an ordinary marine insurance policy, but may be covered elsewhere.

It is so short a time since the Titanic left our shores that shippers have in many cases been able only this week to send the value of their shipments to their brokers to be endorsed on their floating policies, so that many underwriters have only now come to know the full amount of their loss. The market has heard of £18,000 on diamonds on one policy, and £25,000 on rubber on another; while insurances on bonds and registered post are plentifully spread over the market.

One insurance has caused a good deal of interest, that of £150,000 on three pearlnecklaces the property of Mrs. Widener, whose father-in-law, Mr. P. A. B. Widener, recently bought Rembrands' Mill from Lord Lansdowne. Her name appears among the list of the saved. It is interesting to note that the policy stipulated that these three necklaces should be worn by her on the voyage.

VALUE OF THE CARGO.

There is no possibility of stating positively the value of the cargo, but it may well run into £750,000 Merchandise to the United States has been lately coming forward in such bulk that steamer after steamer has had to sail leaving large quantities waiting on the quays.

Among the passengers is Mr. Christopher Head, recently Mayor of Chelsea, a member of a well-known firm of brokers and underwriters at Lloyd's. As his name does not appear among the list of the saved, it is to be feared he has gone down with the vessel. He was insured at Lloyd's against accident during the trip to America and back for £25,000. Mr. Head was well-known and much respected by the Marine Insurance community and his tragic death in the prime of life is deeply lamented.

The loss of the Titanic eclipses anything that has been known at Lloyd's and coming, on the top of a rapid success of serious casualties, it must lead to a very considerable rise in rates even among the best steamers.

The White Star Company have been, considering their large fleet, very fortunate in the matter of wrecks. Since 1880, they have only lost the Naronic and the Republic.

According to the Berlin, paper "Berliner Tageblatt," (of April 16) the under writing firms of Bremen, Hamburg, and Berlin are heavily affected by the reinsurance of the Titanic. Hamburg's liability amounts to about £75,000, exclusive of cargo, the amount of reinsurance on which cannot be fixed.

The "Lokalanzeiger's" Hamburg correspondent states that almost all the German underwriters are affected, but the whole amount is only about £75,000, of which £70,000 falls to the share of a single assurance company.

WHITE STAR LIABILITY.

The owners of the Titanic, by virtue of Section 503 of the Merchant Shipping Act, 1894, are under a limited liability so far as the payment of damages is concerned. They can only be called upon to pay "in respect of loss of life or personal injury, either alone or together with loss of, or damage to, vessels goods, merchandise, or other things, an aggregate amount not exceeding £55 for each ton of their ship's tonnage."

From the original Workmen's Compensation Act of 1897, seamen and their dependents were excluded; but the rights enjoyed by other workmen were extended to them by the Workmen's Compensation Act of 1906. "This Act," says Section 7, small apply to masters, seamen and apprentices to the sea service . . . . provided that such persons are workmen within the meaning of this Act, and are members of the crew of any ship registered in the United Kingdom. . . ."

In the opinion of experts in this branch of the law, the only members of the crew who would be held not to be "workmen" are the captain or other officer in receipt of more than £250 a year. Under the Workmen's Compensation Acts £300 is the maximum amount of compensation payable to the dependents of a deceased seaman, and the limitation of liability provided for by the Merchant Shipping Act might, of course, result in the payment of a proportionate part only of any compensation awarded. The nationality of the seamen employed on the Titanic would not be of any relevance, if compensation were in question. Whatever their place of origin, they would be none the less "seamen."

£125,000 IN COMPENSATION.

The White Star Company will, it is estimated, have to pay a sum of about £125,000 of compensation to the widows of the seamen who went down in the Titanic.

Mr. E. Cathery, the secretary of the Sailors' and Firemen's Union, told a representative of the "Daily Telegraph" yesterday, that the greater number of the crew of the lost liner were members of their union, and that therefore, the usual benefit of £5 payable to a widow on her husband's death would be paid over immediately.

"Under the Workmen's Compensation Act of 1906," said Mr. Cathery, "all the widows of the seamen who were drowned will be entitled to compensation. Previous to the passing of this Act, such a disaster as this would have been appalling to an even greater degree than it is at present, for the widows and families would have been dependent entirely upon the charity of the public.

"The sum usually awarded to a widow of a seaman is from £250 to £300, which we know is not a very large sum for a family which has lost its bread winner. The sailors and firemen of Great Britain will, therefore, hear with gratitude that "The Daily Telegraph" has so promptly opened a fund for the relief of distress. For, even with the best of intentions on the part of the Shipping Company concerned—and I should like to say that the White Star, like other great American lines, always show the utmost consideration for their seamen—a considerable time must of necessity elapse before the amounts of the compensation are agreed upon and paid over.

"I, like the rest of the world, am unable to grasp yet the full extent of the calamity, but as representing in some measure British seamen, I can say that we can understand instantly the kind motive which prompts the opening of a relief fund.

"It is with considerable satisfaction that we note that the British seamen, true to the traditions of the race, stood by their ship, and concentrated all energies on attending to the succour of the feeble and helpless. A different story might have been told if the boat had been manned, as so many boats are, by Lascars and Orientals. The White Star Company, however, employ no one but the very highest grade of British seamen, the very flower of our mercantile marine, not a 'stiff' man, as sailors term it, amongst them. That in a sense renders the loss to the country even more heavy, but their conduct gives us a glorious memory."

THE NEW YORK PRESS.

Glaring Examples of Utter Worthlessness.

A peculiarly glaring example of the utter worthlessness of the so-called descriptions of "How the Titanic met her end," which have been disseminated since the catastrophe occurred was afforded yesterday. Several New York papers publish a telegram from St. John's, Newfoundland, which was alleged to have come by wireless from the British steamer Bruce, and to have been picked up from various steamers in the vicinity of the wreck of the Titanic.

This story, which was recabled from New York, and appeared in our evening contemporaries, professed to give a lurid account of the collision, the damage it caused, the scene on board, and so forth. It wound up by saying:

"Within less than an hour the water had flooded the engine rooms. Wireless telegraphy was stopped, the dynamos ceased working, and the Titanic was plunged into darkness except for feeble gleams from lanterns and torches. The Bruce reports that all or nearly all the boats had cleared the vessel when the Titanic took her final plunge."

The whole of this "graphic narrative," as now appears, was a sheer fabrication from beginning to end. The Bruce, which arrived at St. John's on Monday, and left again on Wednesday, never was in touch with the Titanic, or any other steamer near the scene of the disaster. The only news she had of the wreck was a bulletin from the Cape Race Marconi station, four hours before her arrival at St. John's. The Bruce's Marconi operator describes the stories printed in New York as "pure invention."

Until the Carpathia reaches New York, or gets into full wireless communication with the American coast, there cannot possibly be any authentic account of what took place when the Titanic struck the fatal iceberg. Therefore all premature statements may be dismissed as mere efforts of imagination on the part of those who practise a form of journalism highly discreditable to its authors, and calculated to inflict needless pain and sorrow on the friends and relatives of those who were aboard the ill-fated liner.

"A PURE INVENTION."

St. John's (Newfoundland), Wednesday.

The stories published in New York, purporting to describe the actual scenes at the wreck of the Titanic, and to be based upon wireless messages from the British steamer Bruce, are pure invention. The Bruce arrived here at noon on Monday from Sydney, Cape Breton and her Marconi operator informed the reporters of all the St. John's newspapers that the Bruce had not been in touch with the Titanic or any other steamer near the scene of the disaster.

Indeed, her only news of the wreck was a bulletin which she received from the Cape Race station when passing that point, four hours before her arrival at St. John's.

The Bruce remained at St. John's until yesterday afternoon. Before she left to return to Sydney, all the steamers within the wreck zone were beyond touch of Cape Race.

The falsity of the descriptions, alleged to have been gathered by the Bruce from other steamers, is therefore obvious.

Like the Marconi operator, Mr. Henry Duff Reid, the vice-president of the Reid-Newfoundland Company, which owns the Bruce, also emphatically denies that any of the stories purporting to describe the scenes attending the loss of the Titanic were received by the Bruce either before reaching St. John's, or while she was in the port. Mr. Reid says, moreover, that since she left here yesterday afternoon, he has received but one message from the vessel which read as follows:

"Midnight; twenty miles west of Cape Pine; weather stormy; nothing of Titanic tragedy."

Sir Ralph Williams, the Governor of Newfoundland, who has been exhausting every source of information during the past three days in endeavours to obtain details of the disaster, presumbly for the British Government, states that he has not been able to learn anything beyond the meagre details which have been published in the St. John's papers.

ON BOARD THE "OLYMPIC."

The following message from Mr. Roy Howard, general news manager of the United Press, was received at the company's New York Office this morning:—

"On board the steamship Olympic, east bound, by wireless to Cape Race and land lines to New York, April 17. Several bodies, some at least of the victims of the Titanic, will be brought, probably to Boston, on the Leyland liner Californian. Wireless advices reaching us from the scene of the disaster say that some have already been recovered. They will be tenderly cared for, and we understand that they will be taken to port as soon as the Californian resumes her interrupted voyage; just when, we do not know.

"The Olympic is proceeding. She could do nothing, though realising the tragedy followed by the knowledge that the younger sister of the Olympic went to the bottom, while this great vessel was rushing to her aid at top speed, and hoping against hope that she could get there on time.

"The captain's seat in the dinning saloon, his cabin, and everything about the Olympic, are reminders that Captain Smith was the first commander of the Olympic, though he lost his life on the bridge of the sister-ship. There is little talking among the passengers. In hushed whispers they and the sailors alike discuss the tragedy, which is brought squarely home to every one here.

"Since word was received that the Titanic had struck a berg the apprehension has been very great. As soon as Captain Haddock received the first wireless word of the disaster, he turned the Olympic's prow towards the scene, and sent her ahead at full speed. There was some hope that we might arrive in time, but this hope was shattered when we got within wireless reach of the Carpathia, and the full news of the tragedy was received.

"The announcement of the tragedy shocked and appalled everyone. The Olympic's orchestra was hushed, and the instruments were put into their cases. They will not be heard again this voyage. The helplessness of all was apparent, and is best shown by the heavy contributions made to the fund for the sailors' dependents, which was immediately raised.

"After remaining almost stationary, most of Tuesday, relaying with melancholy exactitude the list of survivors received from the Carpathia, Captain Haddock was ordered to proceed on his voyage. Not until then was the use of the wireless permitted for any other purposes."

WIRELESS CHAOS.

New York, Wednesday.

According to the American officials, the necessity for world-wide regulation of the wireless service to prevent interference in times of emergency has been abundantly proved by the Titanic disaster. There must be an international regulation, it is urged, which will effectively prevent confusion, tangle, and hopeless chaos, such as were witnessed on this side of the Atlantic during the last few days.

It is not too much to say that the national indignation has been aroused, and President Taft himself will take a leading part in order to bring the United States into line with other civilised countries in obtaining such regulation of the wireless service as may be necessary to secure accurate reports, and the greatest facilities for relief work in future.

To some extent America herself is to blame for the mob rule in wireless demonstrated on this side of the Atlantic in the case of the Titanic, because, as you will recall, the untiring efforts of the rival companies here were partly responsible for the defeat of the ratification of the Berlin Wireless Convention in 1906, in the Senate until two weeks ago, when the agreement was ratified.

A JUMBLE OF MESSAGES.

The White House, like the American Press, received a series of wireless messages relating to the Titanic, but they were so fragmentary and so disconnected and often so contradictory that Mr. Taft, like everybody else, was at a loss to unravel their true meaning. These messages were constantly a source of much guesswork, and, as regards some newspapers the efforts at embroidery elaboration and expansion while they conveyed the "impressionists'" idea of graphic detail, resulted in making the confusion worse confounded.

All opposition to wireless regulation, in view of the Titanic disaster, has now disappeared and at a conference held in the White House yesterday afternoon, a programme was outlined to secure a basis for international co-operation, which will, it is hoped, secure a semblance of order, and prevent wireless interference in times of disaster. At the conference were the President, Mr. Meyer, Secretary of the Navy; Mr. Stimson, Secretary for War; Mr. Nagel, Secretary of Commerce and Labour; Mr Cone, Engineer-in-Chief of the Navy; Brigadier-General James Allen, Chief Signal Officer of the Army; and Messrs. John Griggs and James R. Sheffield, of New York, representing the Marconi and other wireless interests. Regret was expressed that the interested wireless concerns should have so long defeated the ratification of the Berlin Convention, and it was admitted by all that severe penalties should be prescribed for 'infringements taking place at a great crisis on the seas.

Mr. Taft admitted that the consequences of this chaos had been brought home to him in an irritating and unwelcome fashion, when he grouped through the maze of wireless messages communicated to the White House from various sources in a vain endeavour to hear news concerning his military aide-de-camp. Major Butt, who was on board the ill-fated ship. Upwards of a hundred messages were received at the White House, but somewhere it incomplete, others garbled, many unreliable, and few authoritative. The trouble was to sift the wheat from the chaff.

AMATEUR INTERFERENCE.

From the offices of the White Star Line came reports to the President that it was practically impossible to get any reliable information by wireless, because of the great number of wireless concerns breaking into the field, and because of the work of amateur operators. American boys are often very ingenious electrical experts, and all over the country they have their own private establishments for sending and receiving. As soon as the disaster to the Titanic was flashed over the seas, every wireless instrument along the coast within range began operations, sending and receiving with no thought of one another, with the net result that the messages became a hopeless jumble, from which distorted and inaccurate accounts, patched up haphazard fashion, were announced to an anxious world.

This chaos was responsible for the messages, flashed from one end of the civilised world to the other, that the Titanic was en route for Halifax under her own steam at six o'clock at night, when, as a matter of fact, the vessel had then been sixteen hours at the bottom of the sea. This same chaos was responsible for the reports of passengers being calmly taken off the ship in the afternoon, when the Titanic really went down at twenty minutes past two o'clock in the morning. The same chaos was responsible for the statement that the Virginian, which did not reach the Titanic until hours after she had sunk, was actually towing the liner to Halifax; and for further fictions, such as that the Carpathia had most of the survivors, and that all the others were aboard the Parisian and Virginian.

Even American newspapers which desired to print the truth and nothing but the truth could not, in face of the hopeless jumble, refrain from the temptation of instructing a reporter to make "a connected story," based on the disconnected fragments, and to date the same from Cape Race or rome other wireless terminal. No description of the fotal shock had been wired, not a word about tragic escapes in the boats, no picture of the awful night-watch of the survivors in frail craft awaiting down or of a rescue in the ice-encumbered sea, but a big section of the Press, nevertheless, encouraged by the existing conditions, and despairing of any immediate personal narratives gave rein to their imagination and printed most realistic pictures of the disaster ever read.

No news is to hand of Lieutenant H. F. Wild, R. N. R., chief officer; Lieutenant W. M. Murdock, R. N. R., first officer; or Mr. J. P. Moody, sixth officer (not Pellody, as reported in the Press).

All the above-named officers are well known to the executive of the Imperial Merchant Service Guild, of which they were enthusiastic supporters. Telegrams have been sent by the Guild to the relatives of its members who are reported saved.

SURVIVORS AT NEW YORK.

New York, Thursday (10.10 p.m.)

The following account describes the Carpathia's approach to New York:—

The steerage passengers of the Titanic, in muddled and cowed groups stared out vaguely into the night towards the city of New York. They were more easily distinguished than the first and second class passengers, partly because they occupied the lower deck, and kept rather rigidly to themselves, and also because the latter were generally on the upper deck, and mixed with the Carpathia's regular passengers. Such children as the Carpathia carried were not visible. It was raining hard and blowing most of the time, and the people on deck apparently only formed a small proportion of the total human freight a board.

Messages of condolence, sympathy, and inquiry were megaphoned from the little steamers, but the big liner swept sternly and silently along into the night. They stared in a dull, apathetic fashion, at the little boats which fussed round below, and such replies to questions as came from the Carpathia were from the New York contingent, who a little over a week ago, sailed away, as they thought, to seek rest and recreation in the blue waters of the Mediterranean in a veritable "joyship," with cheers from friends on shore to speed their departure, and who now returned in gloom and silence, almost in despair, with the Titanic's survivors to bear them company, and their voices, what with the throb of the engines and the rush of water as the liner stole grimly forward, were never quite audible.

"What was your speed when you collided with the iceberg?" megaphoned one man. "Tell us something for New York," shouted another; but if any reply came it was never heard.

Slowly, and with her speed continually decreasing as New York came nearer, the Carpathia advanced to port. The reporters refrained from the futile task of hurling questions at the silent and sorrowful ship, and were soon left behind in the gloom. They lingered long enough, however, to see the rescuing ship before the rest of New York, and also to see the weeping and sobbing women on deck.

Strangers in a strange land, it is hard for emigrants to disembark at New York cheerfully at the best of times and the sorrows of the Titanic's rescued passengers and accumulated beyond measure. Men who saw the Slocum burn to the water's edge in the East River, New York, and heard the cries of burning women and children were present in the newspaper boat at the meeting with the Carpathia at sea to-day and the first glance of the stricken people on the lower deck revied the same pangs of anguish and feelings of helpless commiseration. One consolation remains. New York has risen to the emergency in a manly way and the survivors of all ranks will find themselves amongst a host of earnest friends and generous helpers as soon as they put foot on American soil.

The following statement, issued by a committee of the surviving passengers, has been given to the Press:

We, the undersigned, surviving passengers of the Titanic, in order to forestall any sensational and exaggerated statements, deem it our duty to give to the Press a statement of the facts which have come to our knowledge, and which we believe to be true.

On Sunday, April 14, 1912, at about 11·40 on a coal starlit night the ship struck an iceberg.

Rockets were fired at intervals.

Captain Smith shot himself on the bridge.

The chief engineer likewise committed suicide.

Three Italians were shot to death in the struggle for the lifeboats.

[The three last facts were not mentioned in the version of the same document published in the "Daily Mail."]

The passengers, who were first told of the captain's end, said that two attempts were necessary before he was successful in ending is life. His brother officer wrested the revolver from his hand in the library, but he broke away to the bridge and shot himself through the mouth.

The ship struck an iceberg, which had been reported to the bridge by the look-out, but not early enough to avoid collision.

Steps were taken to ascertain the damage, and save the passengers and the ship.

Orders were given to put on lifebelts. The boats were lowered, and the usual distress signals were sent out by wireless telegraphy and rockets were fired at intervals.

New York, Thursday Night.

Mrs. Andrews, an elderly lady, interviewed of a Press representative, said the crash occurred at 11-35 p.m. on Sunday night.

The women and children got off in the lifeboats at 12-45 a.m.

The Titanic sank at two a.m., and the Carpathia picked up the boats at 8-30 a.m.

Many women are insane.

She added that Mrs. Astor was aboard.

"We did not know," she continued, "until daybreak whether we would be rescued. We were in the open boats for eight hours, and the suffering of all was indescribable."

MR. STEAD'S LAST LETTER.

The "Western Daily Press," Bristol, says that Mr. R. Penny, of Bristol, who for many years has known Mr. W. T. Stead personally, received the following letter from Mr. Stead, dated April 9 last:

Dear Penny—Thank you very much for your kind letter, which reaches me just as I am starting for America. I sincerely hope that none of the misfortunes which you seem to think may happen to myself or my wife will happen, but I will keep your letter, and write to you when I come back.—I am, yours truly,

(Signed) W. T. Stead.

Asked as to the subject of the letter sent to Mr. Stead before his voyage, Mr. Penny said it referred to certain mishaps which it seemed probable to the writer might occur in the near future.

AWAITING THE CARPATHIA.

"The Scene is one of Great Solemnity."

New York, Thursday (9 p.m.).

The following cables are from the "Daily Mail" on Saturday:—

Hours before the arrival of the Carpathia vast crowds gathered in the neighbourhood of the Cunard docks. At 8-30 five hundred relatives and friends of the survivors assembled inside the enclosure, taking their positions in the paces marked with the initials of the survivors whom they wished to meet.

The Carpathia at that time was steering past the Battery. She had reached quarantine many hours ahead of the time announced by the company, who, evidently with the purpose of deceiving the public and so reducing the dimensions of the crowds, had given out a statement that, owing to the fog, it would be one o'clock in the morning before the steamer was in dock.

The Carpathia arrived off the dock at 8-45 p.m.

Many of the people on the pier are weeping, and the scene is one of great solemnity.

Among the crowd are many Ped Cross nurses, ambulance doctors and nurses from St. Vincent and St. Francis hospials. Both outside and inside the dock gates the crowds are very orderly. Every moment motor-cars bringing more relatives are arriving. Most of them contain rugs and clothing for the survivors.

FIRST SURVIVORS ASHORE.

9.50 p.m. (2.50 a.m. English time).

As the steamer made its way slowly up the river she was patrolled by boats containing photographers, who were taking flashlight pictures of the rescue ship, punctuating the silence with bombs.

The deck was black with passengers. It was a period of agonised waiting. The docks at this time were crowded almost to their utmost capacity, and yet the crowds were constantly augmented by belated arrivals. At this time there were more than fifty ambulances from every hospital in the city drawn up outside the docks.

A notable group was made by the committee of the New York Exchange, who passed through the police lines bearing in a big oblong box-dol. 20,000 £4,000 sterling), raised by subscription at the Exchange this morning. Following them came Mr. J. P. Morgan, jun., who, with Mr. Charles Steele and other directors of the International Mercantile Marine Company, took up a position in the small office at the end of the pier together with Vice-President Franklin.

When the Carpathia was docked at 9.40 two invalid chairs were placed at the waiting end of the gangways for those unable to walk. Near them stood white-clad hospital attendants with stretchers. The gang planks were quickly lowered, and the doctors and nurses went aboard.

Five minutes later the first survivors came ashore. A deep hush fell instantly on the vast crowd.

PASSENGERS' STATEMENT.

10·20 p.m. (3·20 London time.)

A committee of the surviving passengers issued the following statement to the Press immediately after the arrival of the Carpathia:—

In view of any exaggerated or sensational statements, we deem it our duty to give the Press a statement of the facts which have come to our knowledge, which we believe to be true. On Sunday, April 14, 1912, at about 11·40 p.m. on a cold starlit night in a smooth sea, and with no moonshine, the Titanic struck an iceberg which had been reported to the bridge by look-outs, but not early enough to avoid a collision. Steps were taken to ascertain the damage, and to save the passengers and the ship.

Orders were given to put on lifebelts, and the boats were lowered. The ship sank at about 2.20 a. m. on Monday.

The usual distress signals were sent out by wireless, and rockets were fired at intervals from the ship. Fortunately the wireless message was received by the Canard steamship Carpathia at about twelve o'clock midnight, and she arrived on the scene of the disaster about 4 a. m. on Monday.

The officers and crew of the steamship Carpathia had been preparing all night for the rescue and comfort of the survivors, and the last-mentioned were received aboard with most touching care and kindness, every attention being given to all irrespective of class. The passengers, officers and crew gladly gave up their state rooms, clothing and comforts for our benefit. All honour to them!

The English Board of Trade passenger certificate on board the Titanic allows for a total approximately of 3,500. The same certificate called for lifeboat accommodation for approximately 950. In the following boats, fourteen large lifeboats, two smaller boats and four collapsible boats, life preservers were accessible, and apparently in sufficient number for lls on board.

Approximately the number of passengers carried at the time of the collision was:—

First-class	330
Second-class	320
Third-class	750
Total	1,400
Officers and crew	940
Total	2,340

Of the foregoing number the following were rescued by the Carpathia:—

First class	210
Second-class	125
Third-class	200
Total number of passengers saved	535
Officers	4
Seamen	39
Stewards	96
Firemen	71
Total number of crew saved	210

The total number of persons saved—about 775—was about eighty per cent. of the maximum capacity of the lifeboats.

We feel it our duty to call the attention of the public to what we consider the inadequate supply of life-saving appliances provided for modern passenger steamships, and recommend that immediate steps be taken to compel passenger steamers to carry sufficient boats to accommodate the maximum number of people on board.

The statement proceeded to point out that the boat deck of the Titanic was about seventy-five feet above the water, consequently the passengers were required to embark before lowering boats, thus endangering the operation and preventing the taking on of the maximum number the boats would hold.

The statement, which ended with the suggestion of an international conference, was lacking in signatures, the omission being due to the confusion attendant on the docking of the Carpathia.

PERSONAL NARRATIVES.

Mr. B. D. Daly, an Englishman not listed as a first-class passenger of the Titanic, was half carried over the roped enclosure to a motor-car. He had both legs badly injured. In a statement he said: "I was standing on the deck near the main bride after the collision occurred. I had on a life belt. Near me was a lady, also with a life belt on. A wave swept me into the sea as the vessel sank. The next thing I knew was that two men reached out of a lifeboat and pulled me aboard.

"We were six hours in the lifeboat before the Carpathia arrived. The temperature was freezing, and there was much suffering."

Mr. Washington Dodge, of San Francisco, one of the first passengers to leave the Carpathia, said:—

"I was rescued by one of the boats. Mrs. Dodge was on another. Neither of us knew of the other's fate until we had been picked up about seven o'clock by the Carpathia. Mrs. Dodge was in her night attire when she was thrown from her berth by the impact of the collision. She was in the same clothing when lowered into the lifeboat and picked up by the Carpathia.

Mr. John R. Joyce, banker, of Carlsbad, New Mexico, a passenger on the Carpathia, said:—

"When we got to be scene of the wreck, in response to a wireless call, eighteen boats and one raft were floating around. We picked them all up. Four of the people on the raft were dead. They were buried at sea from the Carpathia on the way to New York.

"On the raft were about thirty-five people. They said about thirty-five others had tried to get on. They were either lost off the raft or while trying to get on to it.

"Some of the women refused to go first the men had to push them into the boats. Many of the men were in dinner jackets and evening clothes.

"A survivor" I talked with said that when he was stepping into the last boat that left the Titanic, he saw Mr. Isidor Straus. Mr. Straus was pushing his wife towards the boat. She was insisting on remaining with him.

"I saw Mrs. Astor come aboard the Carpathia. One of the survivor told me just before he left he saw Mr. Astor drown.

"Some of the people who jumped from the Titanic were immediately drowned. They did not hit a lifeboot at all.

"A survivor said the Titanic was going full speed on at twenty knots an hour at the least. The ice-berg struck her side on, and the impact did not even throw the people off their feet. As far as I can understand it scraped along the bilge keel and dragged her plates out."

Miss Gretchen Longley, daughter of Judge Longley of Hudson (New York), said:—

"I was in my state-room when the Titanic struck the ice-berg. After the shock I went out into the corridor twice, and each time things were so quiet that I thought there was no reason for alarm. My aunt, Corinne Andrewn, however, was nervous, and insisted that something had happened. As the result of her persistence that things were wrong, we went up on deck.

"When we got above, we found a number of people gathering, and heard the order to lower the boats given. Before we left, another ice-berg came along, and scraped sides, forcing the ice through the port holes. We left the ship in the second boat.

"I think there were people on board when she sank who died without knowing she had struck who did not realise that anything was wrong until the water rushed into their state-rooms.

"The men behaved splendidly. We were undressed, in the bitter cold, and the men in the lifeboat gave us their garments to protect us."

Mrs. Elmer Taylor, of Philadelphia and London, who was rescued with her husband, said:—

"I had retired to my state-room for the night. I was reading a book when there came a bump which seemed to raise the boat about six inches.

"Wondering what had happened we dressed hurriedly, rather out of curiosity than of alarm. We were able to see an ice-berg that seemed like a mountain of snow close at hand. There was no excitement, and no appreciation of what had happened.

"Just then an officer came up and told us not to be alarmed, but to go down and put on our life belts. It did not seem to be possible that it would be safer to go into one of the little boats. I preferred to stay on board. My husband persuaded me to get in the second lifeboat, which was lowered at our side. As there were several men waiting to get in, and no women there at the time the boat was lowered, my husband and a number of other men were allowed to get in and join their wives, who were already in. After we had rowed away from the Titanic, we saw the ship suddenly go down, the lights going out on deck one after another until, with a sudden dip, the Titanic was under water."

WOMEN'S HEROISM.

Colonel Archibald Gracie, of the United States, the last man saved, told a remarkable story of personal hardship, and denied emphatically the reports of there having been any panic.

He praised in the highest terms the behaving both of the passengers and the crew, and paid a high tribute to the heroism of the women passengers.

Mrs. Isidor Straus, he said, went to her death because she would not desert her husband. Although he pleaded with her to take her place in the boat, she steadfastly refused; and when the ship settled at the head, the two were engulfed by the wave which swept the liner.

Colonel Gracie told how he was driven to the topmost deck when the ship settled, and was the sole survivor after the wave that swept her just before the final plunge passed.

"I jumped with the wave," he said "just as I often have jumped with the breakers on the seashore. By great good fortune I managed to grasp the brass railing on the deck above. I hung on by might and main. When the ship plunged down, I was forced to let go. I swirled around and around for what seemed an interminable time, and eventually came to the surface to find the sea a mass of tangled wreckage. Luckily I was not hurt, and managed to seize a wooden grating floating near by.

"When I recovered breath, I discovered a large canvas life raft, which floated up. A man whose name I did not learn was struggling toward it from some wreckage. I helped him to get on the raft. We then began the work of rescuing those who had jumped into the sea and were floundering in the water.

[Authentic news of the "Carpathia's" arrival in New York had not reached. England in time for publication in the papers before the mail left. Several messages were published which purported to give a description of the vessel rescue of the survivors, but in view of the fact that silence was preserved by the vessel in response to the demands for news, we regard these as being open to some suspicion.]

DIFFICULTIES AND DANGERS
OF
ARTIFICIAL INFANT FEEDING
ENTIRELY OVERCOME.

New Hope for Every Mother.

The difficulties of European mothers nursing their children in India are notorious.

Testimony is borne to this fact in the subjoined letter from a well-known physician writing from London.

This letter shows the very grave difficulties which attend the artificial feeding of infants, and the triumphant manner in which these difficulties may be overcome.

Moreover, there is no harassing period of anxiety for the mother to see if the food agrees with her little one. All doctors endorse the words of one of the first physicians to employ it. He wrote: "Albulactin agrees with every child to whom it is given."

Albulactin is the name of this new discovery, whose mode of action *The Medical Times* describes thus: "By the simple process of adding Albulactin to properly diluted and sweetened cow's milk, a fluid is obtained which is, to all intents and purposes, identical with human milk, and is not to be distinguished from it in its physiological and dietetic effects."

That statement has been endorsed by every important medical journal as well as by thousands of doctors.

Here is the letter of the doctor referred to. It is written to the proprietors of Albulactin:—

"You will be pleased to know I have heard from my sister-in-law, Mrs. M—, from India, to whom you kindly sent Albulactin. This is what she says:—'Your letter and advice were a godsend. I have acted on it, and baby has been so much better since I got Albulactin up from Smith, Stanistreet & Co., Chemists, Calcutta. Baby is much more comfortable after his feeds now, and lies and plays quite happily and sleeps much better; before, he used to be very unhappy after each feed, and whine and cry until he had brought up a lot of wind.

"'I shall persevere with Albulsetin. The doctor here says he thinks I have struck the right thing now. I told him you had recommended it.

"'I had got another Dhai (wet nurse), the third one up from Agra, and after being here five days she went absolutely dry. So had to be sent away, and just after she left your letter came recommending Albulactin. It seems as though Providence had guided you to help me in this matter just when I was sorely worried.'

"I have quoted her letter at some length to show you how your preparation is appreciated, and also the important point that with the use of Albulactin the Dhai or wet nurse can be dispensed with in India. As very few European ladies are able to nurse their children in India, when the above fact is brought home to them it ought to be a valuable asset to your business in Albulactin."

Babies to whose bottle Albulactin is added never suffer from vomiting, wind, colic or diarrhœa; they never have curds in their motions, but are always as happy and healthy as when fed at the breast, and they grow up into rosy, strong, robust children.

HOW TO OBTAIN ALBULACTIN.

No mother who has to feed her baby artificially should fail to give him Albulactin, which can be obtained at all chemists and bazaars throughout India. A valuable book, entitled "King Baby: His Food and Health," giving full information on these all-important subjects, will be sent, free, to every mother who writes for it to Messrs. A. Wulfing & Co. (of London), P.O. Box 226, G.P.O. Bombay.

NOTES FROM LONDON.

(CONTINUED FROM PAGE 6.)

MR. W. T. STEAD.

The victim of the disaster who is most generally mourned is Mr. W. T. Stead. One of the survivors testifies to seeing him on deck, but he made no attempt to save himself. I am sure that he met his fate calmly, and that he was as strong in death as he had been in life. It is odd to learn now that he was convinced that he would never die at sea. His clairvoyant friends had told him that he was destined to be kicked to death in the streets of London, and he believed this so implicitly that he never took out an insurance ticket when he went on a voyage. Stead was a queer mixture, but all loved his transparent sincerity, which won the respect even of his bitterest opponents. He was a great journalist, and it has been truly said this week that his most poignant feeling when death stared him in the face must have been that he could not live to describe the greatest and most mournful event in which he ever participated.

ALL ELSE SEEMS NOTHING.

In the presence of this appalling calamity all else seems nothing. The Italians are bombarding the entrance to the Dardanelles; a plot for smashing the independence of China is being slowly revealed; Home Rule is being intermittently debated, and Welsh Disestablishment is to be introduced next week; but no one heeds these things, and all minds are turned to the icy waters of the Atlantic. Even Sir John Rees, who may be expected to register a sweeping victory at Nottingham to-night, attracts no attention.

The only other incident which has at all engaged public interest, though for a very brief space, has been the eclipse. Hundreds of thousands of Londoners suspended their work, and watched it through bits of smoked glass. I happened to be driving down Whitehall at the moment nearest totality. The effect at that moment was most curious. There was no actual darkness, but everything seemed to have grown very pale and a trifle unreal. Colours lost their brilliance, the atmosphere suggested the thickest blue haze. It was exactly as though one was looking on the scene through a pair of tinted spectacles. It brought to mind the bluish light found by Mr. H. G. Wells's explorers in the interior of the moon. Half an hour afterwards we were once more in brilliant sunshine.

ASIATICUS.

MR. J. W. LOGAN, M. P., the condition of whose health recently necessitated temporary retirement from attendance at the House of Commons, was one of the central figures in the famous scrimmage on the floor of the House on July 27th, 1893, the night on which Mr. Gladstone's second Home Rule Bill passed through Committee. Mr. Logan was a new member at the time, and, in ignorance of the rules of the House, remained "on the floor" after a division had been called. Mr. Vicary Gibbs was trying to attract the Chairman's attention to a point of order, and in his anxiety to hear what that gentleman was saying Mr. Logan approached the front Opposition bench. Here he was assailed with cries of "Order," and so as to put himself technically in order he sat down on the bench sacred to ex-Ministers. Thence he was speedily and forcibly ejected by Mr. Hayes Fisher and the late Sir Ellis Ashmead-Bartlett. And so the battle began. Tall, slender, and muscular, a great horseman, and a notable athlete always in training, Mr. Logan would have been an ugly customer, had he thought fit to retaliate on his assailants. His blue-black hair and dark complexion gave him the look of a Far Westerner, and his lean, bony face assisted the impression. Fortunately a habit of keeping his hands in the depths of singularly capacious breeches pockets prevented Mr. Logan from being other than a "passive resister" in the great "scene."

INDIA IN PARLIAMENT.

TELEGRAPHIC RATES TO INDIA.

In the House of Commons on Monday, April 15, Sir C. Kinloch-Cooke, for Sir R. Polo-Carew, asked the Postmaster-General whether he was aware that the reduction in the cost per word of telegraphing to India had been more than nullified by the regulation that messages at the reduced rate must be sent in the clear, and whether he could see his way to the inclusion of Unicode or any other code at this reduced rate.

Capt. Norton, who replied, said: The recent reduction of fifty per cent. in rates of telegraphing both to India and to many other parts of the world was specifically intended to apply to plain-language telegrams of a non-urgent character. I regret that the reduction cannot be extended to any telegrams in code. The possibility of compressing a meaning of several words into a single word of text enables those persons who are in a position to use codes to effect an economy of considerably more than fifty per cent, as compared with persons who have use plain language and consequently pay for every word of the actual meaning.

SEPARATION OF SYLHET FROM BENGAL

On Tuesday, April 16, Mr. MacCallum Scott asked the Under Secretary of State for India: With reference to the proposal to separate the district of Sylhet from Bengal and to incorporate it with Assam, whether he is aware that ninety-two per cent. of the population of Sylhet are Bengalees peaking; that their social and religious sympathies and relations are with Bengal and not with Assam; and that the judicial and revenue systems of Sylhet are the same as those of Bengal and differ from those of Assam; whether the inhabitants of Sylhet, both Hindoo and Mahomedan, have petitioned against their severance from Bengal; and whether the Government will take account of their feeling in this matter.

Mr. Montagu: Since Sylhet was separated from Bengal in 1874, it is misleading to describe as petitions against severance from Bengal the memorials recently presented by persons in that district asking for incorporation in the new Presidency. It is the case that in 1901 ninety-two per cent. of the people of the district spoke a dialect of Bengali, and, speaking generally, the people of the district have closer social relations with Bengalees than with Assamese. The arrangements for the administration of civil justice resemble those of Bengal, but the revenue system differs from those of Bengal and of Assam; in fact, the peculiar circumstances of the district have been fully recognised, and its incorporation in Assam has not been allowed to impose upon the people unsuitable arrangements for the Government. Since Sylhet has been part of Assam for thirty-eight years, it is naturally included in that province now that it has been once more separated from Eastern Bengal. As I have already informed the House, all considerations of boundary readjustments have been postponed.

DACCA CONSPIRACY CASE.

Mr. MacCallum Scott asked the Under Secretary of State for India: Whether he is aware that in what is known as the Dacca conspiracy case forty-four persons were brought to trial for conspiracy to wage war against the King, and that in June 1911 the two assessors appointed to examine the case reported that against twenty of the defendants there was no evidence at all, that the associations with which the others were proved to be connected were harmless in character, that the oral and documentary evidence produced.

GOVERNMENT OF INDIA.

On Wednesday, April 17, Mr. Montagu (Under Secretary for India) presented a Bill to make such amendments in the law relating to the government of India as are consequential on the appointment of a separate Governor of Fort William, in Bengal, and other administrative changes in the local government of India by the Crown was unreliable, and that the evidence of the sworn police watchers was incredible and worthless; whether he is aware that in August 1911 the Sessions Judge at Dacca convicted thirty-five of the defendants and sentenced Pulin Behari Das and two others to transportation for life, eighteen to ten years', fourteen to seven years', and one to three years', imprisonment; whether he can now state the result of the appeal to the High Court against the conviction and sentences; and whether he will place in the Library of the House a full Report of the report of the assessors and of the judgments in the Sessions Court and in the High Court.

Mr. Montagu: The statistics given by my hon. friend are correct, except that thirty-six defendants were convicted, one sentence of one year's imprisonment being passed in addition to the sentences mentioned. The other thirty-five defendants appealed to the High Court, who acquitted twenty one and reduced the sentences of the remaining fourteen, which now are one of seven years' transportation, two of six years' transportation, two of five years', five of three years', and four of two years' rigorous imprisonment. The two assessors in the Sessions Court were for acquittals of all the prisoners, but the Secretary of State has not yet received the official report of their remarks. A copy of the judgment of the Sessions Court will be placed in the library, as will also a copy of the High Court judgment (delivered on April 2, 1912), which is being sent from India, and a copy of the findings of the assessors will be added when received.

CONFESSIONS AS EVIDENCE.

Mr. MacCallum Scott asked the Under Secretary of State for India: Whether he can now state the result of the consideration by the Government of India, in consultation with the local governments of the proposal to make all confessions made out of court inadmissible as evidence; and whether he can hold out any hopes of legislation on these lines at an early date.

Mr. Montagu: The consultation with local Governments had not been concluded when this question was discussed in the Indian Legislative Council at the end of February, and therefore I cannot answer the second part of my hon. friend's question.

"SHADOWING."

Mr. MacCallum Scott asked the Under Secretary of State for India: Whether he is aware that the Hon. Gopal Krishna Gokhale and the Hon. Babu Bhupendra Nath Basu, both members of the Imperial Legislative Council of India, have stated in the Legislative Council that they have been shadowed by officers of the Criminal Investigation Department; and if he can state whether they are still under observation.

Mr. Montagu: If my hon. friend will kindly read the debate in the Governor-General's Council, from which he apparently derives his information as to facts, he will find, I think, that the Home member's answer to complaints was received as satisfactory. The report of the debate is now in the library.

JUDGES AND MILITARY TITLES.

Sir Randolf Baker asked the Under Secretary of State for India: Whether he is aware that those sessions judges in the Punjab who are addressed by military titles are anxious that their use should be discontinued, as it gives rise to anomaly and misunderstanding; and whether these judges may be permitted to discontinue the use of these titles without prejudice to their pensions, or whether the use of them is compulsory.

Mr. Montagu: I am not aware that the "military civilians," in question have expressed a desire to relinquish their military titles. The question has been discussed officially in India, but as the rules stand the formal connection of these officers with the Army is a necessary condition of their own eligibility for Government pensions and the admission of their families to fund pensions.

ENGINEERS IN THE IMPERIAL SERVICE.

On Thursday, April 18, Mr. MacCallum Scott asked the Under Secretary of State for India: What is the total number of engineers in the imperial service of the public Works Department and the State Railways, and how many of these are natives of India; and if he will state how many assistant engineers were appointed in each of the past five years, specifying in each case how many of them were natives of India.

Mr. Montagu: In reply to the first part of the question, the number is 736, including officers of the Royal Engineers. All Officers appointed before 1892 to these departments now belong to the imperial service. It is impossible, from the records in the India Office, to state the number of those who are statutory natives of India. As regards the second part of the question, the figures are as follows:—1907, total appointments 17, no Indians; 1908, 39, no Indians; 1909, 30, 3 Indians; 1910, 30, 3 Indians; 1911 23, 3 Indians. Indians were not eligible in 1907, but in and since 1909 ten per cent of the vacancies have been reserved for Indian candidates if fully qualified and a slightly larger percentage has been actually filled by them.

Mr. MacCallum Scott asked the Under Secretary of State for India: How many applications were received for the post of assistant engineer in each of the past five years; and how many of these in each case were from natives of India.

Mr. Montagu: The total numbers of candidates for appointments in the imperial service were as follows:—In 1907, 139; in 1908, 292; in 1909, 234; in 1910, 234; in 1911, 173. In 1907 the competition was confined to European candidates. The numbers of Indian candidates from 1908 to 1911 were:—In 1908, 12; in 1909, 10; in 1910, 19; in 1911, 21. Besides these there were at least one Eurasian candidate in 1908 and in 1909 and two in 1910 and in 1911. Some of the other candidates whose names are European may have been Eurasians or Statutory natives of India, but no particulars are available on this point.

JUTE IN AUSTRALIA.

The possibility of Jute growing in the northern territory of the Commonwelth has turned attention again to the question of establishing the manufacture of Jute in Australia. It may not be generally remembered that there was at one time a Jute manufacturing industry in the Commonwelth. The first attempt in the manufacture of corn sacks and wool packs from the raw Jute was made as long since as 1872 by Jas. Miller and Co; in South Melbourne. The price of Dundee corn sacks at that time was 12s. a dozen, and Jas. Miller and Co. were able to sell their sacks at 10s 6d. per doz. The prospects of the new industry for a time seemed favourable, but when Calcutta began to compete, the outlook was suddenly changed. Soon the price of sacks was reduced to 6s; and after a short struggle Jas. Millar and Co; and Thos. M. Pherson, who had also started a factory at Footscray, in Victoria, gave up the industry. The imports of Jute goods to Australia in 1911 amounted to £1,290,983 and practically the whole of this trade is held by Indian manufacturers. All bags are admitted at present to Australia duty free, except calico and hessian bags, which are dutiable at 15 per cent. As a result of this protection nearly all the calico and hessian bags used in Australia are made up locally. Protectionists would have to see an adequate duty placed on the imports Jute material so that the Jute tags might likewise be made up by Australian labour.—"Commercial Intelligence."

NO SIN TO BACK THE WINNER.

The Roman Catholic Archbishop of Adelaide (the Most Rev. Dr. O'Reilly), in the course of an address on the religious agitator, in opening a new school for the Sisters of St. Joseph last month, prayed that the agitator might be consigned to the South Pole. He referred to the fact that the religious agitator thought everyone who loved a horse was hopelessly out of every chance of salvation. He also remarked:—"You can make some guess what is going to happen in politics, but in horse-racing you can make no safe guess at all. The horse that everybody says is going to win usually comes last in the race and the horse that everybody says is going to lose is the first past the judge's box. I have never backed a horse. Where horses are concerned I am a perfect stupid, and if I did bet my money would be as good as gone. Still I will admit this: If I only had the gift of prophecy, which I assuredly have not, and knew with absolute certainty the horse that was going to carry off the next Oakasparings or Rawick, or Melbourne Cup, I should not have a moment's hesitation, nor the shadow of a scruple of conscience, in backing that horse for a hand some amount."

FOREIGN CABLES.

STATE OF INTERNATIONAL COMMUNICATION.

Great Britain.	Continent of Europe.	America.	Australia.	China.	Africa.
Via Teheran Perfect.	Via Teheran Perfect	Via Brest Perfect.	Via Penang Perfect.	Via Penang Perfect.	Via Aden Perfect.
Via Turkey Perfect.	Via Turkey Perfect.	Via Valentia Perfect.	Via Amoor Perfect.	Via Amoor Perfect.	Via Cadiz Teneriffe Perfect.
Via Suez Perfect.	Via Suez Perfect.	Via Direct Cable Perfect.	.....	Via Bhamo Interrupted.	Via Lisbon St. Vincent Perfect.

Latest dates of Foreign Messages received at Bombay from the United Kingdom during the 24 hours ending at 8 p.m. of the 3nd May, 1912.

(Difference in Longitude allowed for.)

Via	Latest Dates. D.	H.	M.	Time Occupied in Transmission Hrs.	Mts.
Turkey.....	...	...	...	...	...
Teheran ...	3	12	20 p.m.	1	37
Suez.....	3	13	40 ,,	1	15

NOTICES.

Telegrams for Morocco are subject to very great delay and can only be accepted at sender's risk (18-8-11).

Telegrams for all places in interior of China excepting stations on the coast booked by routes other than Bhamo can be accepted at sender's risk (25-20-12).

Telegrams may be accepted for all places in China via Bhamo but only at sender's risk (29-2-12).

Until further notice code Telegrams for Turkey cannot be accepted (15-10-11).

Italian Administration notify that Telegrams for Tripoli, are admitted only in plain language and at sender's risk. As an exceptional measure short telegrams in code or cipher language are also admitted if forwarded via Italy and those concerned deposit two copies of their code one at the Telegraph Office at Tripoli and the other at the Telegraph Office at Rome (20-10-11).

Owing to bad weather telegrams for Casablanca, Mogador and Robat are subject to great delay (9-2-12).

In consequence of floods communication between Spain and Portugal is interrupted in Portuguese territory. Traffic for Lisbon and beyond to be sent by post from Badajos at 18-30 hours daily (15-2-12).

Telegrams for Brazil via North Atlantic cables can only be accepted at sender's risk (10-2-12).

Line to Ahwaz Shoshter continues interrupted. Telegrams for Shushter or Schoushter should bear instructions "Post Bushire". Rates to be collected are those for Bushire (8-2-12).

Telegrams in code language for Hankow can only be accepted at sender's risk (27-2-12).

Bhamo route to China interrupted beyond Indian frontier between Yunnanfu and Luchow (13-4-12).

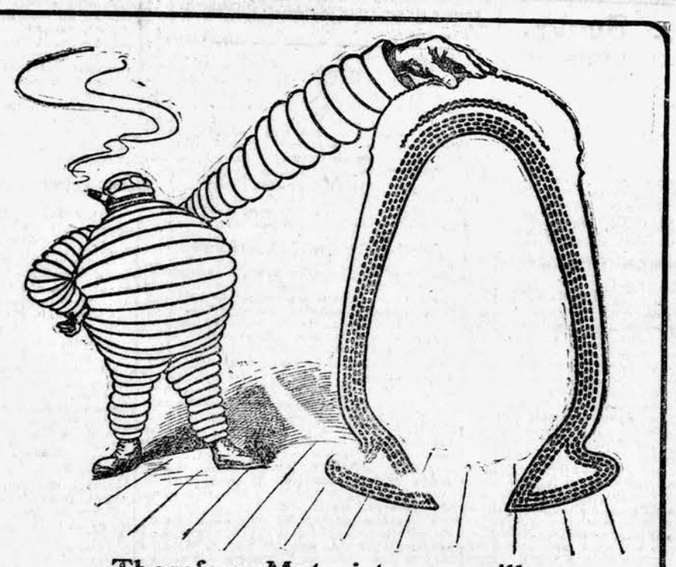
Between Yunanfu and Szechwan (20-4-12).

Kermajoon reports Ahwaz line right (3-5-12).

Bhamo route to China interrupted beyond Indian Frontier between Manyuen and Tengyueh (2-5-12.)

SIR ALEXANDER TAYLOR, G.C.B., R.E., of Penshurt, Englefield Green, Surrey, late President of the Royal Indian Engineering College, Cooper's Hill, an Indian Mutiny veteran, who died on Feb. 25th, aged eighty-seven, left estate of the gross value of £16,876., with net personalty £16,790.

ADVICE TO MOTHERS:—Are you broken in your best by a sick child suffering with the pain of cutting teeth? Go at once to a chemist and get a bottle of MRS. WINSLOW'S SOOTHING SYRUP. It will relieve the poor sufferer immediately. It is perfectly harmless and pleasant to taste, it produces natural, quiet sleep, by relieving the child from pain, and the little cherub awakes "as bright as a button." It soothes the child, it softens the gums, allays all pain, relieves wind, regulates the bowels, and is the best known remedy for dysentery and diarrhœa, whether arising from teething or other cause. Mrs. Winslow's Soothing Syrup is sold by Medicine dealers everywhere.



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Square Tread

possesses this unique shape.

A long series of practical tests have demonstrated that only a cover of this particular shape can give the best results as regards wear.

The tread, being tightly compressed to begin with, is still further compressed when the cover is inflated. Hence the rubber not only is increased in strength, but acquires the tendency to close up any cut sustained, instead of allowing it to swell open, providing a free passage for the immigration of foreign bodies.

STOCKISTS

BOMBAY: FRENCH MOTOR-CAR & ELECTRIC Co., New Queen's Road. HILL SAWYER & Co., Meadows Street.
CALCUTTA: RUSSA ENGINEERING WORKS, 110, 111 Russo Road. North. THE FRENCH MOTOR CAR and ELECTRIC Co., 55 Bentinck St.
MADRAS: ADDITION and Co., Mount Road. SIMPSON and Co., 201 Mount Street.

31



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No Whisky suits the Indian Climate better than HUNTLY BLEND. Twenty years' experience has proved this. Try it. It is choice and cheap, and you are sure to like it.

The clean, wholesome smell of

WRIGHT'S COAL TAR SOAP

is, in itself, a recommendation and the freshness felt after using is really Exhilarating.

Good for Prickly Heat and wards off Insect Bites.

Proprietors: WRIGHT, LAYMAN & UMNEY, Ltd., LONDON.

To be obtained from all Chemists and Stores, and Wholesale from:—
KATRAK and Co.,
KATRAK'S Buildings, KARACHI.

THE IDEAL RESTORATIVE

'VANA' TONIC WINE
(TRADE MARK)



Obtainable of all Pharmacists

SEE YOU GET 'VANA'

Every dose of 'VANA' helps to nourish and strengthen the debilitated system. It begins by enriching the blood, the very source of health, and thus every organ of the body is invigorated.

BURROUGHS WELLCOME & Co., LONDON

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AFTER ILLNESS

The Undermentioned Medicines are prepared from Herbs.

A BOON SUFFERING HUMANITY

SURGERY SUPERSEDED.

I possess numerous certificates from officials, Europeans Parsees, Mahomedans, Hindus on all diseases. Those who wish to be convinced are requested to come and inspect them.



SURGERY can only give temporary relief to the following diseases. They can be radically cured by the unfailing medicines described below:—

HYDROCELE in any form, acute, or chronic, Hernia Elephantiasis and all sorts of rectum and scrotum diseases are cured by an infallible, harmless and wonderful remedy consisting of 95 vegetable drugs and 100 vegetable oils.

BLEEDING AND BLIND PILES.—Fistula, Fissure of the anus, and all inflammatory complaints of the rectum, which cause much irritation, burning and pain, are thoroughly cured without the least pain or inconvenience to sufferers.

FATTY OR WINDY BODY.—The undue increase of the size of the belly and abdomen, parts of the waist, hips, and other limbs of the body, and the consequent weakness and depression. The persons do not find rest or happiness under such condition and feel very miserable. They can be easily cured and can experience a reduction of 4 to 6 inches in their body after 15 days' application of oil. Also Rheumatism Gout, and Paralysis, sense of shock, cured by the application of oil and pill. The effect of cure is experienced after 15 days' treatment only.

SPERMATORRHŒA, STERILITY, and monthly disorders, and other obstinate uterine diseases are permanently cured no matter how old the patient or disease may be.

DIABETES.—Rapid as Mellow—and complains thereto, both acute and chronic, are thoroughly cured harmless Vegetable Pills.

ALL BILIOUS COMPLAINTS, DYSPEPSIA, heating sensation in Throat or Chest, Sour, Bitter or Sweet taste the mouth, heartburn, headache caused thereby, and loss of appetite are easily cured.

ALL NASAL COMPLAINTS.—Watery, blood or pus discharges from the nose, formation of scales or fresh globules in the nose causing obstruction to breathing, are perfectly cured by an effective sniffing powder.

PATIENTS AND ARE REQUIRED TO UNDERGO ANY KNIVES AND DANGERS OF OPERATIONS.

Price as follows:—

For Hydrocele, Hernia and Elephantatis Pills and Oil for 90 days, Rs. 15-8.

For Piles, Fistula, Ointment and Pills for 15 days, Rs. 6-4

For Windy & Fatty body, Oil for 15 days, Rs. 6-4

For Spermatorrhea, Sterility, Monthly Disorders, Pills for 15 days, Rs. 7-8

For Diabetes, Pills for 15 days, Rs. 7-8.

For Bilious complaints, Dyspepsia, &c., Pills for 15 days Rs. 6-8.

For Nasal Diseases, Smelling powder for 15 days, Rs. 6-8.

For Rheumatism, Goulard Paralysis, Pills and Oil for 15 days, Rs. 9-12.

ALBUMEN—blank and white—and BLOOD-DISORDERS are satisfactorily cured by my remarkable remedy consisting of pills and ointment for 15 days, Rs. 10-8.

ELEPHANTIASIS and similar inflammatory complaints of legs and hands, caused pain, itching, and irritation cured thoroughly by the use of the oil. Medicine for 30 days, Rs. 10-8

ASTHMA, COUGH, Difficult Respiration, Hooping Cough Cold, Throat Irritation Consumption, Blood Phlegem, and similar diseases of the Lungs, Bronchitis, are cured by a month's treatment. Medicine for 15 days, Rs. 9-12.

EPILEPSY HEMICRANIA, habitual Head-ache, Dropsy, after-effects of mercury and other mineral poisons Scrofula diseases, are all very successfully treated Medicine for 15 days, Rs. 7-8.

OPHTHALMIA—Obstinate eye and ear diseases, redness, watery or pus discharges, soreness, CATARACT burning, shooting pain, shortness of sight, flashes, night blindness, are relieved by harmless applications which neither burn nor produce any inconvenience to patients, Pills or mixture for 15 days, Rs. 9-12.

IMPOTENCY, SPERMATORRHŒA, LOSS OF NERVE POWER are permanently cured, no matter how old the patient or disease may be. Rapid SEMINAL DISCHARGES, the results of imprudence, excesses and errors of youth are entirely cured, GREAT RETENTIVE POWER and perfect MANHOOD restored to the complete satisfaction of sufferers. Unfailing certain results or harmless nature are always kept in stock. Pills or oil (as the cases may be) for 15 days, Rs. 9-12.

MENSTRUAL TROUBLES, Amenorrhœa, Dysmenorrhœa, Leucorrhœa, Sterility, Prolapsus Uteri, Threatened Miscarriage, Tumour and other obstinate Uterine Diseases are specially cured without any chance of recurrence. Pills for 15 days, Rs. 8-8.

DIARRHŒA, DIARRHŒA DYSENTERY sudden and periodical COLIC PAINS are cured by unfailing remedies which surpass all other preparations. Pills for 15 years Rs. 6-8

Up-country orders Promptly executed by Value Payable Post.

Up-country patients are requested clearly their to state age disease and the duration of the same for my guidance.

In addition to the abovementioned medicines there are several other superior medicines of different virtues for complaints mentioned above and also for several other complaints, the prices and other information for which may be had on application by Post or by personal interview disease and the duration of the same for my guidance.

Apply to Dr. BALKRISHNA NARAYAN JOSHI, at Bourne, Kottwala's Chawl, near old Tram Terminus, Tarnee Bridge, Andheri, Bombay.

CERTIFICATE

Dear Sir—I have much pleasure to say, that your Medicine cured me a perfect cure from hydrocele and piles from which I had been suffering for the last 19 years and my wife from the same increase of fatness in body which she was suffering from for the same period.

I tried good many European and native Doctors but to no effect. I have full confidence in your vegetable drugs and shall be most happy to recommend to my friends.

Yours faithfully—(Sd) H. W. WILLIAMS
Bombay, 14th February 1910.

CERTIFICATE

To DR. BALKRISHNA NARAYAN JOSHI, Tram Terminus Tardeo.

Dear Doctor,—I wish to bring these few lines to your notice for the benefit of other sufferers I was suffering great agony from Hydrocele and Piles for almost a period of 12 years and tried many doctors both native and European, but to no avail. I almost gave up all hopes of ever finding a cure but you will be glad to hear that since using the Pills and Ointment prescribed by you, I found instant relief and a thorough cure.

Thanking you for the same and I sincerely trust your medicines will be soon known by all sufferers. I would very much advise you to advertise more freely in all newspapers. I shall always recommend you to my friends. Yours faithfully,

(Sd.) W. BRAKEY Government Telegraphs,
8th September, 1908.

DEWJEE CANJEE & Co., Chuckla No. 6, First Class Furniture on sale or hire. Inspection respectfully invited.

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(WOLVERHAMPTON), LTD.,
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PUMPS & PUMPING MACHINERY,
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MINING & IRRIGATION PUMPS A SPECIALITY.
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BUILD-UP YOUR HEALTH with
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ESSENCE OR FLUID EXTRACT OF RED JAMAICA
SARSAPARILLA
"We cannot speak too highly of it."—Lancet.
Pronounced by the HIGHEST MEDICAL AUTHORITIES the most
WONDERFUL PURIFIER OF THE HUMAN BLOOD
The Safest and most Reliable Remedy for TORPID LIVER, DEBILITY, ERUPTIONS, RHEUMATISM, OBSTINATE SKIN DISEASES, &c.
RESTORES THE WEAK,
REVIVES THE DEPRESSED
WILKINSON'S SARSAPARILLA HAS A WORLD-WIDE REPUTATION for over THREE-QUARTERS of a CENTURY.
BEWARE OF IMITATIONS AND SUBSTITUTES.
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PURELY MUTUAL. CLAIMS PAID £24,000,000 ALL PROFITS TO POLICY-HOLDERS.

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"From every point of view it may be unhesitatingly affirmed that there is no better Life Office in Great Britain than the Norwich Union."
For full particulars apply to
W. & A. GRAHAM & CO., General Agents
AGENTS WANTED.
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DAILY MARKET REPORT.

LONDON MARKETS.

LONDON, MAY 2.] [BOMBAY, MAY 3.

FINANCIAL.

	Rates.	Plus.	Minus.
2 1-2 per cent. Consols ...	78 2-8	unchgd	
do. Rentes ...	92 3-4	1-4	
3 1-2 do. Sterling Loan ...	94 1-2	1-4	
1-2 do. Gov. securities...	64 11-16	unchgd	
a Bar Silver in London Spot ...	28 1-8		1-16
a do. 2 months' nence...	28 1-4		1-8
Bar Silver in New York ...	61		1-4
Exchange on London at Paris...	25·23	1-2	
do. do. at Berlin...	20·47	unchgd	
do. do. New York...	4·86 7-8	1 8	
Discount Bank of England Rate...	3 1-2	since	
do. Short London Bills		8th Feb.	
3 months' sight...	3	unchgd	
do. Indian Bank Bills 6 months' sight...	3 1-16	unchgd	
do. 3 months' Fine Trade Bills...	3 1-2	unchgd	
do. 6 months' Fine Trade Bills...	3 5-8	unchgd	
Interest day-to-day Loans ...	2 5-8	unchgd	
do. 7 day Market Loans...	2 7-8	unchgd	

Bar Gold per oz. ... 77·9 unchgd
Exchange on India 30 days' sight (Bank buying rate) 1 3 29-32 unchgd.
Amount paid into the Bank of England about £225,000.
Closing Tone of Silver—Steady—Buyers at the rates
COUNCIL BILLS.—EXTRA ALLOTMENTS :—
Bills on Calcutta ... Rs. 20,000 at 1s. 4 1-16d
The Bombay mails of the 20th ultimo arrived Brindisi yesterday evening.

THE BANK OF ENGLAND Returns for the week ending yesterday show the following results:—

Total Bullions	...£39,700,000	Inc. £	200,000
Public Deposits	...£18,960,000	Dec. £	600,000
Other Deposits	...£41,300,000	Dec. £	600,000
Government Securities	£14,200,000	Unchgd.	
Other Securities	...£34,000,000	Dec. £	800,000
Notes and Gold	...£29,100,000	Inc. £	200,000

The Bank's Reserve is 49 per cent. of the Liabilities.

COTTON.

LIVERPOOL—
Spot Steady—Good business done
Futures ... Steady
Manchester Steady with a moderate demand
Total sales ... 12,000 bales.
Sold on Speculation and for Export... 4,000 "
Imports ... 5,000 "
Mid-Americans ... 6·28—13
Egyptian F. G. F. Brown 9 1-2 unchgd

FUTURE DELIVERY PRICES:—

May-June	June-July	July-Aug.	Aug.-Sept.	Sept.-Oct.
6·10	6·12	6·13	6·11	6·07
—05	—04	—04	—05	—06

Oct.-Nov.	Nov.-Dec.	Dec.-Jan.	Jan.-Feb.
6·04	6·03	6·02	6·02
—06	—06	—06	—06

New York official noon call July 10·98; Oct. 11·04.
New Orleans 10 a.m. July 11·49; Oct. 11·24.

NEW YORK— Bales.
Day's Receipts at U. S. Ports ... 11,000
" Receipts at " last year ... 13,630
" Exports to Great Britain ... 13,000
" Exports to Continent ... 3,000
" Spot Cotton ...11·40 unchgd

Futures—Month of July 11·16+12
Futures—Month of Oct 11·23+12
Declined early owing to commission house liquidation and advanced later on bull support and short covering.

NEW ORLEANS—
Spot Cotton ...11 9-16—1-13
Futures—Month of July ... 11·57+09
Do. do. Oct ... 11·33+12
Tone of Spot Cotton ... Quiet.

WHEAT.

Wheat White Delhi ... ... Nominal
Do. Months —
Do. Name of Ports —
Wheat White Karachi ... 39 1-2—1-2
Do. Months— ... May-June
Do. Name of Ports—London—Nominal.
Wheat Red Karachi ... ...
Do Months— Nominal.
Tone—Easier.

SOUTH AMERICAN.
Rosario Santa Fe 61lbs. ... ... 38 1-4—1-4
Do. Month—May-June—Sellers. Dull.
Barletta Russo 61 lbs ... ... No Sellers.

SOUTH AUSTRALIAN.
South Australian ... ... 39 3-4 unchgd
Do. Month— ...April—Sellers.

SEEDS.

RAPESEED—
Yellow Cawnpore per 416 lbs 85 p.c ex-ship. ... Nominal
Do. Months— ... .
Do. Name of Ports— ... .
Yellow Gujarat, per 416 lbs. 85 p.c. ex-ship ... 52 1-2—1-2
Do. Months— ...May-June
Do. Name of Ports.—Dunkirk—Sellers
Brown Cawnpore ... 48 1-4 unchgd
Do. Months—May-June.
Do. Name of Ports—Antwerp—Value
Tone—Quiet.

LINSEED—
Bombay, per 416 lbs ex-ship ... 66—3-4
Do. Months—May-June.
Do. Name of Ports.—Antwerp—Sellers
Tone—Easier.
Linseed Calcutta... ... 63 6—3d.
Do. Months—April-June
Do Name of Port—London—Done and Sellers Quiet
Tone—Firm.
Linseed Argentine—La Plata ... 53 1-2—1-2
Do. Months—May-June
Do. Name of Ports—Antwerp—Value

BOMBAY COTTONSEED.—
£7-5-0+0-0-9—May.-June—Hull—Sellers—Easier.

MISCELLANEOUS.

COFFEE—
In New York Fair Rio (No. 7 quality). ... ... 14 1-2 unchgd
RUBBER—
Para Rubber ... ... 4 7 3-4+1-4d. May-June—Sellers—Quieter
METALS—
Copper Braziers ... £ 81 1-2 unchgd
Yellow Metal ... d 7 unchgd
Standard Copper G M B ... £ 69 3-8—3-4
FREIGHT—
Coals:—Cardiff to Bombay Canals... 9
SUGAR—
German Granulated Sugar C & F India (Double bags) ... 17 9 3-4d
Do. Months of Shipment...May-Aug.—Sellers
Tone—Quiet but Steady.
Hungarian Crystals Sugar C & F India ... 17 2 1-4 unchgd
Do Months of Shipments...May Nominal
Tone—Quiet.
German Beet-root 88 p.c. ... 13 9 +1 1-4d.
Months of Shipments ... June—Sellers.
Tone—Irregular—But closing quiet
B A B & Similar Crystal C & F India ... ... 19—unchgd
Months of Shipments ...May-Aug.—Sellers.
Tone—Moderate Trade.
Mauritius Crystals C & F Calcutta and Bombay ... 16 unchgd.—Value.
Month of Shipments ... May.
Tone—Quiet.
Java Sugar—Nothing doing.—Prices unchgd.

BOMBAY MARKETS.

FRIDAY EVENING.] [3RD MAY, 1912.

IMPORTS OF TREASURE.

Packages.	Value.	From	Importers.
2 Boxes Sovs...	Rs. 1,50,000	Aden	National Bank
20 Boxes Bulns..	15,01,440	London	do
5 Boxes Sovs...	3,75,000	Alexandria	do
30 Boxes Sovs.	22,50,000	do	Hongkong Bank
2 Boxes Sovs..	1,15,200	London	do
1 Box Bulns....	76,800	do	Comptoir National.

EXPORTS OF BAR SILVER FROM BOMBAY BY RAIL on 1st May, 1912.

By	Bars	Ounces.
G I P Railway	36	41,503
B B and C I Railway ...	17	20,613

FINANCIAL.

EXCHANGE:—
The market opened steady at 1s 4 1-32d T. T., 1s 4 1-16d on Demand and 1s 4 1-4d for 3 months' sight Credits. The enquiry for Bank remittance has been moderate. Private bills have been placed at our quotation for 3 months' sight. Far Eastern rates are easier.

We quote :—
T. T. on London ...1s. 4 1-32d.
Demand Draft ...1s. 4 1-16d.
Credits 3 months' sight ...1s. 4 1-4d.
Do. do forward ...1s. 4 7-32d. 18th May.
Do. do France ...171
Do. do Marks ...139
Hongkong 60 days' sight ...146 3-4
Shanghai " ...201 3-4
Japan " ...150

GOVERNMENT PAPER :—
The market this morning opened firmer at 97 1-16 to 1-8 for Cash and 97 for the Settlement and closes 1-16 higher as under. A moderate business is reported.

We quote :—
Cash ... Rs. 97 2 0 to 97 3 0
Settlement ... " 97 1 0

BULLION:—
Yesterday closing prices for Bar Silver in London were 1-16 lower for ready at 28 1-8 and 1-8 lower for forward at 28 1-4. New York was 1-4 down at 61. The local market has opened steady and has improved during the day, closing quotations for ready and forward being as under. Bar Gold is steady.

We quote :—
English Bar Gold ... ... Rs. 23 15 9
Australian " ... ... " 23 15 9
Sovereigns " ... ... " 15 0 0
Silver Ready ex duty ... " 70 14 0
" 1st Settlement ... " 70 12 0
" 2nd Settlement ... " 71 15 0

COUNCIL BILLS:—
At the Weekly Biddings on Wednesday last for 60 lakhs 125.90 lakhs were allotted in Bills at 1s. 4 1-32d. and 34·10 lakhs T. T. at 1s. 4 1-16d. tenderers receiving only 9 per cent. After the sales extras were allotted to the extent of 3·40 lakhs bills at 1s. 4 1-16d. The total amount sold during the week ending on Tuesday evening last was 75·50 lakhs and for next week the amount to be offered remains at 60 lakhs.

The steamer which left London on the 12th April and arrived to-day with the mail of the 19th April, brings £170,000 bar gold and £290,000 silver for Bombay and the following Council Bills :—
Calcutta ... ...Rs. 12,90,000
Bombay ... ... " 9,30,000
Madras ... ... " 3,90,000
Total... ... " 26,10,000

The steamer which left London on the 19th April, and arrived to-day with the mail of the 26th April, brings £170,000 bar Gold, £20,000 Silver and £10,000 Sovereigns for Bombay, and the following Council Bills :—
Calcutta ... ...Rs. 12,80,000
Bombay ... ... " 4,40,000
Madras ... ... " 1,50,000
Total... ... " 18,70,000

The steamer which left London on the 26th April and comes with the mail of the 3rd May brings £240,000 bar gold, £110,000 silver and £20,000 Sovereigns for Bombay and the following Council Bills:—
Calcutta ... — ...Rs. 11,70,000
Bombay ... ... " 12,10,000
Madras ... ... " 5,70,000
Total ... ... " 29,50,000

The following is the Weekly Statement of the Bank of Bombay, for the last week, as compared with the previous one :—

LIABILITIES—	Increase. Rs.	Decrease. Rs.
Public Deposits	9,82,000	......
Other Deposits............	2,43,000	......
Sundries	1,14,000	......
ASSETS—		
Government Securities ...	1,14,000	......
Other Authorized Securities	Unchanged	
Credits on Govt. and other Authorized Securities...	......	8,31,000
Loans on Govt. and other Authorized Securities...	4,92,000	......
Bills Discounted and Purchased	......	3,43,000
Bullion	......	66,000
Balance with other Banks.	......	5,92,000
Sundries	1,000	......
Cash	26,02,000	......

COTTON STATISTICS.

	Bales 1911-12.	Bales. 1910-11.	Bales Differences.
Receipts for the week.	60,911	75,849	—14,938
Receipts from 1st Oct. to 2nd May ...	2,083,641	1,935,580	+148,061
Shipments for the week Europe ...	21,227	47,554	—26,327
China, Japan, Coast Ports ...	32,345	16,228	+16,110
Total...	53,572	63,782	—10,210
Total Shipments from 1st Oct. to 2nd May. Europe ...	214,151	657,980	—443,829
China ...	24,327	11,103	+ 13,224
Japan ...	697,171	401,474	+295,697
Coast Ports ...	19,211	26,974	— 7,763
Total...	9,54,860	1,097,531	—142,671
Afloat in Harbour— Europe ...	9,266	9,538	— 272
China, Japan, Coast Ports ...	28,211	15,958	— 12,256

Total exports from Bombay by G. I. P. Railway from 1st October 1911 to 13th April, 1912, 27,862 bales.
Total exports from Bombay, by B. B. & C. I. Railway from 29th Feb, 1912—43,060 bales.

Receipts of various growths of Cotton at Bombay to date compared with the corresponding periods of the previous season:—

....	Total for week.	Total since 1st Oct. 1911.	Total same time last year.
	Bales.	Bales.	Bales.
Khandeish	1,757	270,846	372,944
Central India... ...	6,077	130,079	134,156
Barsee and Nagur ...	2,952	98,994	99,452
Berar ...	8,590	494,619	315,235
Central Provinces ...	5,779	337,234	135,297
Total Oomras ...	25,155	1,331,772	1,057,084
Dholleras	1,646	26,609	154,054
Broach	1,015	140,388	184,735
Compta and Dharwar.	11,983	94,989	77,525
Westerns	3,529	34,504	8,341
Bengals (N.-W. Provinces) ...	1,448	113,967	288,858
Bengals. (Rajputana)	3,516	70,217	102,662
Sind	2,318	85,076	52,408
Persian	27	3,866	1,619
American	10,269	167,682	6,956
Egyptian	...	934	1,973
Other sorts	5	9,187	871
Total ...	60,911	2,083,641	1,935,580

STOCK OF COTTON IN BOMBAY.

	Bales.
Estimated Stock on 1st October, 1911.	300,000
Receipts from 1st October, 1911, to 2nd May, 1912	2,083,641
	2,383,641
Shipments from 1st October, 1911, to 2nd May, 1912	954,572
	1,429,069
Afloat —	37,480
	1,391,589
Estimated mill consumption and up-country by rail...	679,000
	712,589
Less Estimated loss destroyed by fire...	12,000
Stock of Cotton in Bombay in all hands on 3rd May, 1912 ...	700,589
Difference since last week	— 36,385

EXPORTS.
COTTON.

MARKET REPORT:—
As we anticipated, there has been a sharp decline in the Home markets during the past week, weather reports from America having continued favourable. Bulls have been unloading and realizing profits with the result that rates have given way about fifty points in the American markets and about 1-4d. in Liverpool. Though the drop has been a heavy one, there are no indications, so far of a bear raid on the market and the general opinion of the immediate future seems to be rather in favour of buying than of selling on the decline. At the same time it should be borne in mind that a decline of 1-2d per lb. from top values for New Crop months is not out of the way considering that prices were so high so early in the season as the month of April. The top price for Jan.-Feb. in Liverpool according to telegrams received here was 6·33. Yesterday's closing rate was 6·02 and the lowest touched has been 6·00. It is therefore not improbable that we shall see lower prices in a day or two. There was a slight recovery yesterday at the close in America.

A private telegram to hand during the week states that Miss Giles' estimate of the acreage has been reduced to 8·7 per cent. less than last year. Early estimates of acreage are of little value and we shall have to wait until July before getting the bureau estimate of acreage. For the present we anticipate moderate fluctuations with a tendency towards easier prices provided the weather continues favourable. Later on no doubt we shall see many ups and downs according to the unfavourable progress of the crop.

The following are comparison of prices in the Home markets as shown by the telegrams received here last Friday morning and to-day :—

	Last week.	This week.	Differences.
New York—			
Futures July ...	11·61	11·16	—·45
" Oct. ...	new position	11·23	new position
Spot ...	11·85	11·40	—·15
New Orleans—			
Futures July ...	12·09	11·57	—·52
" Oct. ...	new position	11·33	new position
Spot ...	12	11 9-16	—7-16
Liverpool—			
Futures June-July.	6·33	6·12	—·21
" Sept.-Oct....	6·29	6·07	—·22
Spot ...	6·57	6·28	—·29

The local market has been irregular, but prices for May contracts have declined about Rs. 6 to Rs. 7 for Oomras, and Rs. 5 to Rs. 8 for Southern descriptions. There has been little business doing in old crop. In New Crop fluctuations have occurred daily, the lowest price for good Broach March being Rs. 298 1-2, but the decline in the Home markets during the last few days has had little affect here owing to the bullish feeling of local speculators. New Crop prices are now high, and "Straddles" of Good Broach and fully good Bengal against purchases of Americans should prove remunerative in the long run. The market for New Crop is chiefly in the hands of petty dealers and brokers. Export houses are doing nothing. Good Broach opens to-day at Rs. 302-3 or only Rs. 3 to Rs. 4 lower on the week, and fully good Bengal at Rs. 248 shows a similar decline.

The demand for ready cotton has been spasmodic. Occasionally there has been a fair enquiry, while at other times the market has been dull. The best buyers have been mills though shippers for Europe have been in the market. Japan has done little. Business has been put through in most descriptions through perhaps Bengals and Oomras have shown the largest turn-over. Southern styles have been in poor demand. Prices are certainly easier, but irregular, and some of the best lots of Oomras and Bengals are still fetching good rates. Tasgaon Miraj sorts are offering at Rs. 295-6.

Receipts into Bombay have been moderate and the total excess as compared with last year is now about 148,000 bales, but this total includes nearly 168,000 bales of imported American cotton.

LATER.

The market has remained quiet but steady throughout the day. Little business has been done and prices close almost unchanged. The demand for ready cotton has been very moderate.

QUOTATIONS :—

Fine M. G. Broach	Rs.	280	May.
Fine M.G. Wardha-Hingunghat	"	283	"
Fine M. G. Nagpur	"	281	"
Fine M. G. Dhamangaon ...	"	276	"
F. M. G. Khamgaon-Akola...	"	272-3	"
Fine M. G. Khandeish ...	"	265	"
F. G. M. G. Khandeish ...	"	257	"
Fine M. G. Bengal	"	263	"
Good H. G. Westerns —	"	272	"
Good M. G. Westerns ...	"	279	"
Good Saw Ginned Dharwar	"	294	"
NEW CROP.			
Good M. G. Broach	"	302½	Mar.1913.
F. G. H. G. Bengals ...	"	248	Jan. "

LIVERPOOL OPENERS :—
Opening Tone ... ... Firm
Estimated Sales 10,000 bales.
Total Imports 13,000 "

FUTURE DELIVERY PRICES :—

May-June.	June-July.	July.-Aug.
6·14	6·16	6·17
+04	+04	+04
Aug.-Sept.	Sept.-Oct.	Oct.-Nov.
6·15	6·11	6·08
+04	+04	+04
Nov.-Dec.	Dec.-Jan.	Jan.-Feb.
6·07	6·06	6·06
+04	+04	+04

FREIGHTS.

The market is steady and rates keep firm. The following business has been done during the week :—

ANTWERP :—500 tons seeds, ready, at 20s.; and 1,500 bales cotton at 22s. 6d. ready.
DUNKIRK :—Cotton for shipment first week in May at 24s.
HAMBURG :—Cotton for May shipment at 24s. and for June shipment at 23s.
HAVRE :—For ready shipment 26s. 3d. has been done.
GENOA :—Cotton for May at 24s. and 22s. 6d.
HULL :—500 tons light seeds for May at 20s. 9d.; and 3,500 tons, light seeds at 19s. seeds at 21s., wheat at 22s. 6d. for June shipment.
LIVERPOOL :—Relets were made at 17s. 9d. light seeds, 18s. seeds and 19s. cotton. For late May ship ment 23s. was paid for wheat.
LONDON :—1,200 bales cotton, transhipment at Liverpool, at 30s.
FIXTURES :—S. S. "Maltby," May loading, two Mediterranean ports, at 21s. 6d. scale.
The market closes steady, but there is little business passing.

The following are rates :—
ANTWERP.—22s. 6d. "Himalia"; 22s. May shipment.
DUNKIRK.—24s. "Ile-de-la-Reunion"; 23s. 6d. May.
HAVRE.—26s. 6d. "Ile-de-la-Reunion," ready.
HAMBURG —24s. "Fitzclarence," ready 5th instant.
GENOA.—23s. 6d. "Geddington," ready.
MARSEILLES.— } 21s. "Newby Hall," ready option
LIVERPOOL.— } wool.
HULL.—22s. 6d. May shipment.
AMSTERDAM.—23s. " "
NAPLES.—25s. " " wheat.
LEGHORN.—25s. 6d. " " "
June 6d. less; July 1s. less.

SEEDS AND WHEAT.

LINSEED :—
During the early part of the week the market was firm and rates were well maintained, but the easier tone of the Home markets the last day or two has had effect here, and the market is now quiet. Arrivals into Bombay continue on a very moderate scale and are much behind last year, but Argentina seed is freely offered in the Home markets, and for the present prices here are likely to follow Home values.

We quote:—
Ready ... ...Rs. 11 2 0 B.T.
May ... ..." 11 10 0 R.T.
September ... ..." 12 1 6 "

RAPESEED :—
The market has been firm and a fairly large business has been done by shippers. Prices for Yellow Cawnpore are advancing.

We quote :—
Brown Delhi May ...Rs. 8 6 0 R.T.
Yellow Cawnpore ... " 9 0 0

WHEAT :—
Early in the week the market was firm and a good business was put through. At the close rates are easier as under.

We quote :—
White Pissi Ready ... Rs. 5 7 0 R.T.
White Delhi Apl.-May ... " 5 6 0 "

GINGELLYSEED:—
The market has been very firm and prices have advanced. Stocks are small and business is difficult.

We Quote :—
Bold White 85 p.c. ... Rs. 59 0 0
Yellow Hinganghat ... " 61 0 0
Yellow Secunderabad ... " 58 8 0

POPPYSEED :—
Prices were firm early in the week but are now easier.

We quote :—
Ready ... ... Rs. 11 4 6 B.T.
Apl.-May ... ... " 11 10 6 R.T.

GROUNDNUTS :—
The market is firm as stocks are getting exhausted.

We quota :—
Bold ... ...Rs. 47 8 0
Small ... ..." 45 8 0

CASTORSEED :—
A very steady market with a fair business doing.

We quote :—
Ready ... ... Rs. 36 8 0
Forward ... ... " 7 8 0

COTTONSEED :—
Steadier. Business passing as under.

We quote :—
Ready ... ... Rs. 27 0 0

WEEK'S RECEIPTS.

The following are the receipts of produce into Bombay, during the week ended at 6 p.m., yesterday :—

Cotton ...	60,911	bales
Wheat ...	110,926	cwts.
Linseed ...	160,358	"
Rapeseed ...	40,958	"
Gingellyseed	6,539	"
Poppyseed ...	35,816	"
Groundnuts...	12,156	"
Castorseed ...	48,732	"
Rice ...	48,493	"
Myrabollams	23,121	"
Cottonseed ...	41,594	"
Mowraseed ...	219	"
Gram ...	20,370	"
Joowar ...	22,456	"
Maize ...	1,186	"

LOCAL YARNS.

The market during the week has ruled quiet but steady and only small sales have been made of 10s. and 12s. at about previous rates. At the close, slightly lower prices are offering by some sellers, but so far buyers has not been attracted to any extent.

IMPORTS.
PIECE-GOODS.

GREY GOODS.—The market continues quiet and prices are steady.
WHITE GOODS.—This market is also quiet but steady and we have no change to report.
PRINTS AND DYED GOODS.—The market continues very quiet. The demand is very moderate, but prices are keeping steady. Forward business is done very sparingly.
TURKEY RED PLAIN GOODS.—The Home market continues firm. The local market is quiet with little doing.
TURKEY RED PRINTS.—The market here is very quiet, but prices at Home are steady.
DHOOTIES.—The Bombay market is quiet with little demand at present. The Home market continues firm.

METALS.

COOPER AND YELLOW METAL.—The Home market shows little or no change during the week. Our market is also unchanged except that Rupee prices show a reduction of about 4 annas per cwt. The off-take from the Bazaar is poor.

PETROLEUM.

The following are to-day's quotations for the Burmah Oil Company's productions :—
Ex-Godown Price. Delivery charges extra.

	Rs.	a.	p.
Kerosine Oil "Waterlily" per case of two tins	5	8	0
Kerosine Oil "Firefly" per case of two tins	4	8	0
Kerosine Oil "Chukkar" per two tins ...	3	14	0
Kerosine Oil "Chukkar" per 8 gallons ...	3	4	0
Kerosine Oil "Victoria" per two tins ...	3	9	0
Kerosine Oil "Victoria" per 8 gallons ...	2	15	0
Burmah Wax per pound 1st quality ...	0	4	0
Burmah Wax per pound 2nd quality ...	0	3	0
Burmah Candles per pound	0	4	0

The following are the rates ruling to-day, for the undermentioned brands of the Asiatic Petroleum Coy., (India) Ld :—

	Rs.	a.	p.
Rising Sun Brand Bulk Loose per unit...	3	4	0
Rising Sun Brand New Tins per pair......	3	14	0
Ship Brand Bulk Loose per unit............	......		
Ship Brand New Tins per pair	......		
Bull Brand Bulk Loose per unit	3	0	0
Bull Brand New Tins per pair	3	10	0
Swan Brand Bulk Loose per unit	2	15	0
Swan Brand New Tins per pair	3	9	0
Anchor Tins per pair	4	0	0
Shell 150° Cases per case	5	4	0
Anchor cases per case	4	6	0

The following are to-day's quotations for the Standard Oil Company's brands :—

			Per case.
Snowflake Brand ...150°	American	"	6 0 2
White Rose Brand..150°	American	"	5 12 2
Chester Brand ...... 75°	Abel A'can	"	4 12 2
Devoe's Imp. Brilliant 76°	Abel A'can	"	4 8 2
Monkey Brand ...125°	American	"	4 4 2
Tiger Brand ...125°	American	"	4 8 2
White Camelia Brand in tins ...125°		per 2 tins	3 14 0
Elephant Brand Bulk in tins ...125°		"	3 14 0
Elephant Brand Bulk without tins 125°		per 8 I. gallons "	3 4 0
Camel Brand in tins 125°		per 2 tins "	3 14 0

Strong and advancing.

SHARES.

The market has continued to be active during the week and prices advanced during the earlier part of the week but at the close again they have declined a little Bank of Bombay shares are unchanged at Rs. 1,790; Bank of Indias at Rs. 65; Indian Specie Bank shares have advanced to Rs. 57; Eastern Bank shares are unchanged at Rs. 80; Press shares are neglected and unchanged at previous quotations with very little doing in them. In mill companies, Bombay Cotton have ruled at and about Rs. 365; Bombay Dyeing Manufacturing Co shares have changed hands at Rs. 682 1-2; Bombay United have improved to Rs. 470 X. D; Century Mill shares are unchanged at Rs. 310; Central Indias after touching Rs. 2,095 X. D. have declined to Rs. 2,085; Colaba Land and Mill Co. shares have gradually improved to Rs. 1,435; Coorlas have changed hands at Rs. 607 1-2; Crescents at Rs. 105; Davids have improved to Rs. 437 1-2 X D. Edward Sassoon Mill shares are unchanged at Rs. 213 3-4; Fazulbhoys after touching Rs. 425 have closed at Rs. 410; Finlays are quiet at Rs. 330; Jamsheds have improved to Rs. 187 1-2; Khattau Makanjee mill shares to Rs. 1,250 C. D.; Kohinoors have ruled at and about Rs. 775; X.D; Luxmi Cotton are unchanged at Rs. 1,420; Maneckjee Petits have advanced to Rs. 2,595; New Great Eastern to Rs. 235; New City of Bombay are unchanged at Rs. 920; Phoenix have been put through at Rs. 113 3-4; Ripon mill shares at Rs. 390; Sassoon mill shares are in demand at Rs. 790; Saondard's after touching Rs. 1,335 have declined to Rs. 1,305; Sun mill shares have changed hands at Rs. 105; Swan's at Rs. 250; Swadeshi are unchanged at Rs. 1,425; a good lot of Madhanjee Dharamsey mill shares have been put through at Rs. 1,100. In miscellaneous companies, Alcocks are weak at Rs. 215; Bamankuas are steady at Rs. 8 1-2; Baroda Tramways have changed hands at Rs. 51; Bombay Burma Trading Co. at Rs. 567 1-2; Bombay E. S. and Tramway Co. Ltd. ordinary shares at Rs. 155 1-2; Preference shares at Rs. 180; Bombay Steam Navigation Company ordinary shares are at Rs. 277 1-2 and Pref. shares at Rs. 290 Central India Mining Co. shares are unchanged at Rs. 32 X D.; Marcks have changed hands at Rs. 110 Port Canning and Land Improvement Co. shares are steady at Rs. 782 1-2. A good lot of Shivrajpur Syndicate shares is reported to have changed hands at Rs. 16. Tata Iron and Steel Co. ord y shares after touching Rs. 74 1-2 have declined to Rs.74 differed shares are steady at Rs. 133, Pref shares are unchanged at Rs. 166; Thackers have changed hands at Rs. 200 and Treachers at Rs. 475. In railway companies Ahmedabad Prantej have advanced to Rs. 685 Amritsar Patti are steady at Rs. 131; Tapty Valley have changed hands at Rs. 525 Ahmedabad Dhikas are steady at Rs. 127 Central Provinces at Rs. 65 and Guzerat Ry. at Rs 92 the rest are unchanged at previous quotations.

MANCHESTER WEEKLY REPORT

Messrs. James F. Hutton and Co., of Manchester, writes on 11th April, 1912, the following weekly report :—

Liverpool—Cotton.	To-day.	Last Week.
Mid-American—Spot	6·52	6·19
Do. Current Month	6·30	5·96½
F.G.F. Egyptian —Spot	9 5-16.	9 1-8.
New York—Cotton.	Yesterday.	Last Week.
Spot—Cents.	11·50	10·95
London—Cotton.	To-day.	Last Week
Bar Silver.	26 7-8	26 13-16
Bank of Eng. Rate	3 1-2p.c.	3 1-2p.c.
Cotton Figures from August 31st last to last Friday.	Bales this year.	Bales last year.
Liverpool Stock. All kinds of cotton	1,273,690	1,138,570
Liverpool Stock. American cotton	1,158,820	1,019,390
American cotton into sight ...	14,152,000	10,882,000
Receipts at American Ports ...	10,959,000	7,962,000
Visible Supply. All kinds of cotton	4,765,470	3,415,230
Visible Supply. American cotton	4,232,140	2,832,810
Visible Supply. Egyptian cotton	344,350	306,540
Visible Supply. East Indian cotton	118,270	202,110
Visible Supply. Other kinds of cotton	70,710	73,770

The above visible supply figures of all kinds of cotton do not include cotton on Bombay Green as usual.

The movement of American cotton "into sight" for the week ending the 5th inst., was 214,000 bales and last year for the corresponding week it was 72,000 bales—the movement "out of sight," i.e., deliveries to the World's Spinners was for the some week 259,000 bales, and last year 249,000 bales. The New York Cotton Market opened on Easter Monday, the 8th inst., with some excitement, the sales being about 500,000 bales, and prices advancing 20 to 25 points for futures and 25 points for Spot—the further floods in the Mississipi Valley in Arkansas and heavy rains in Georgia being the basis for this further movement of the Bull clipues.

Our Piece Goods and Yarn Markets opened the day following, as well as the Liverpool Cotton Market, where prices were advanced on the day up to 18 points for futures and 22 points for Spot. New York continued selling largely the last 2 days also, and advancing 25 points more, so that a higher range of values is now in force there, although Bulls were reported as unloading.

The Coal Miners' Strike is officially ended, the Mine's Federation Conference having decided to accept the decisions of the Joint District Committee of Owners and Miners as to the amount of the minimum wage to be paid in the 17 different districts, under the New Act of Parliament establishing the principle of the minimum wage—the Miners have already begun work, although in some districts there are small minorities trying to hold out until these District Committee have acutally fixed the minimum rates of wages. The Coal supply being exhausted in the case of many works, the stoppages will increase until fresh supplies arrive, and there will be irregularity in working for some weeks to come—our market is however greaty relieved that the strike is ended, and Cotton Mills and Works of various kinds are anxious to proceed at full speed with their contracts.

The advance in Cotton prices has made our market firmer and somewhat dearer for both Yarns and Piece Goods—this circumstance makes the working of further transactions more difficult, foreign markets being rarely willing to pay advances on the previous two weeks—there is, however, a rather increased amount of business offered from India, Straits, China, Egypt etc., and futther clearances of old lots are ordered out for China, which helps towards a better feeling in our market.

As regards China, the Shanghai market reports to the 22nd ult., state the clearances for the week had been fairly satisfactory, but the Native Banks were giving credits to a limited extent only, fear of further disturbances, a general feeling of insecurity, the uncertainty as to the behaviour of the armed troops, whose wages were not paid, being mentioned as sufficient causes for their cautious attitude. Politically, we know by later cables how the Chinese Government have wasted time re the loans, entertaining the proposals of the Belgian-Syndicate, while also negotiating with the "Four power combination."

The reduced output of Yarns and Textiles in this district through the coal strike, of course helps to establish the still higher range of prices now ruling, and there does not appear to be much probability of buying at former prices for goods to be shipped this year.

DAILY EXPORTS—MAY 3.

FOR LIVERPOOL.
Newby Hall—210 cwts fennelseed, Passoo; 1,000 cwts myrabollams, S Cooverjee and Co; 1,564 cwts myrabollams, M Chagpal; 100 bales cotton, W Bottomley and Son.

FOR LONDON.
Castalia s—8 bales hemp, E Oomersey.

FOR HAVRE.
Ile-de-la Reunion s—100 bales cotton, Prier de Saone and Co; 501 cwts mustardseed, J Fachiri.

FOR DUNKIRK.
Clan Lindsay s—343 bales cotton, Ralli Bros.
Ile-de-la Reunion s—330 bales cotton, The Bombay Co; 485 bales cotton, Gaddum and Co.
Fitzclarence s—1,000 cwts groundnuts, J Fachiri.

FOR ANTWERP.
Berbera s—398 bales cotton, Ralli Bros; 1,965 cwts barley, 1,965 cwts linseed, G Bhimjee.
Culna s—220 bales cotton, A Blascheck and Co; 550 bales cotton, E Spinner and Co; 2,405 cwts linseed, E D Sassoon and Co; 402 cwts mustardseed, A Blascheck and Co.
Himalaia s—220 bales cotton, The Bombay Co; 500 tons manganese ore, The Shivrajpur Syndicate.

FOR HAMBURG.
Watan s—110 bales cotton, The Bombay Co; 345 bales cotton, Volkart Bros; 504 cwts weedseed, R Jeewandas and Co.
Whenfels s—16 cwts animal guts A D Meyer; 8 cwts gum, T Kakalbhoy; 700 cwts gum, 300 cwts turmeric, M Jafferbhoy.
Fitzclarence s—210 cwts turmeric, Bauer and Krouse.

FOR BREMEN.
Watan s—4,000 cwts barley, L Dreyfus and Co.

FOR TRIESTE.
Bregenz s—220 bales cotton, Volkart Bros; 312 cwts olibanum, M Jafferbhoy; 110 bales cotton, N Rajaram and Co.

FOR VENICE.
Bregenz s—204 bales cotton, Ralli Bros; 300 bales cotton, Volkart Bros; 50 cwts olibanum M Jafferbhoy.

FOR PORT SAID. (For order.)
Umzumbi s—5,000 cwts cottonseed, Ralli Bros.

FOR GENOA.
Geddington Court s—2,000 cwts linseed, Volkart Bros; 6,000 cwts linseed, L Dreyfus and Co; 50 bales hemp, K Vishram and Co.

FOR NAPLES.
Landaura s—1,980 cwts wheat, A Blascheck and Co; 1,800 cwts wheat, 1,000 cwts castorseed, Ralli Bros.

FOR ODESSA.
Bregenz s—644 cwts turmeric, M Jafferbhoy.

FOR KOBE.
Banca s—650 bales cotton, Ralli Bros; 300 bales cotton, The Japan C. T. Co; 300 bales cotton, M. Amersey and Co.
Delta s—500 bales cotton, G. G. Kaisha; 200 bales cotton, M. Amersey and Co; 200 bales cotton, H. Gouldas and Co; 500 bales cotton, C. Ebrahim and Co.
Persia s—100 bales cotton, H. N. Madraswalla and Co; 200 bales cotton, D. D.Curranee and Co; 100 bales cotton, M, Amersey and Co; 200 bales cotton, The Japan C. T. Co.
Zambesi s—100 bales cotton, Ralli Bros.

FOR YOKOHAMA.
Persia s—300 bales cotton, The M. B. Kaisha.

FOR OSAKA.
Persia s—100 bales cotton, B. N. Ginwalla and Co; 100 bales cotton, Breul and Co.

CRAWFORD MARKET.

Daily List of Current Prices.

MUTTON 1st SORT.
Saddle As. 4 per lb.
Leg As. 3½ per lb.
Shoulder As. 3½ per lb.
Liver As. 3 each.
Kidney As. 10 per doz.
Tongue (large) As. 12 per doz.

MUTTON 2nd SORT.
Saddle As. 3 per lb.
Leg As. 3 per lb.
Shoulder As. 3 per lb.
Liver As. 2½ each.
Kidney As. 8 per doz.
Tongue (small) As. 10 per doz.

VEAL.
Hind Quarter As. 4 per lb.
Fore Quarter As. 3 per lb.

BEEF.
Beefsteak (underpart) As. 4 per lb.
Soup Meat As. 1½ per lb.
Brisket from As. 2 to As. 3 per lb.
Round As. 2 per lb.
Hump from As. 10 to Re. 1 each.
Sirloin from As. 3 to As. 4 per lb.
Tongue As. 4 each.
Oxtail from As. 1½ to As. 3 each.
Liver As. 1½ per lb.
Kidney from As. 1 to As. 1½ each.

FISH.
Pomfret from As. 6 to Re. 1 per pair.
Pomfret (black) nil.
Gholl from Rs. 2½ to Rs. 3½ each.
Surmaye (large) nil.
Surmaye (small) nil.
Salmon (large) Rs. 4 each.
Salmon (small) from Rs. 1½ to Rs. 2 per doz.
Prawns (small) from As. 1 to As. 3 per doz.
Oysters from As. 3 to As. 5 per doz.
Mullet (large) from As. 8 to Rs. 1½ each.
Mullet (small) from As. 12 to Rs. 3 per doz.
Lobsters from As. 2 to As. 5 each.
Crabs nil.

POULTRY AND GAME.
Fowls (large) from As. 12 to As. 14 each.
Chickens from As. 5 to As. 6 each.
Duck (large) Rs. 1 1-4 each.
Duck (small) from As. 14 to Re. 1 each.
Turkey (Cock) from Rs. 6½ to Rs. 8 each.
Turkey (Hen) Rs. 4 each.
Pigeons from As. 8 to As. 9 per pair.
Rabbits from As. 12 to Rs. 1½ each.

FRUITS.
Oranges from As. 12 to Rs. 3 per doz.
Plantains (Red) from As. 5 to As. 8 per doz.
Plantains (Yellow) from As. 4 to As. 6 per doz.
Plantains (Table) from As. 2 to As. 3 per doz.
Plantains (Green) from As. 2 to As. 3 per doz.
Australian Apples from As. 12 to Rs. 4 per doz.
Australian Grapes Rs. 1½ per seer.
Grapes of Nasik nil.
Grapes Malta nil.
Mangoes (Common) from Re. 1 to Rs. 3 per doz.
do. (Salem) from Rs. 2 to Rs. 4 per doz.
do. (Affose) from Rs. 3 to Rs. 10 per doz.
do. (Payree) from Rs. 1½ to Rs. 4 per doz.

VEGETABLES.
Cauliflower nil.
Green Peas As. 3 per seer.
Cabbages from As. 3 to As. 10 each.
Tomatoes from As. 1 to As. 1½ per seer.
Turnips (middle) from pies 9 to As. 1 per seer.
Bringal As. 1 per seer.
Cucumber As. 1 per seer.
Potatoes from pies 6 to As. 1 per seer.
Lettuces from pies 9 to As. 1 each.
French Beans As. 2 per seer.
Beetroot from As. 1 to As. 2 each.
Knolkhol from pies 9 to As. 1½ each.
Onions pies 4 per seer.
Carrots As. 1½ per seer.
Sweet Potatoes pies 9 per seer.
Double Beans As 2½ per seer.
Pumpkins (White) from As. 3 to As. 10 each.
Pumkins (Red) Pies 9 per seer.
Celery from As. 1½ to As. 3 each.
Yames (White) pies 9 per seer.
Yames (Red) Pies 9 per seer.
Sugar from As. 1½ to As. 3 per seer.
Sago As. 2 per seer.
Ghee from As. 7 to As. 9 per seer.
Butter from As. 12 to Rs. 1½ per lb.
Eggs pies 6 each.
Coffee (French) from As. 12 to As. 14 per tin.
Dall (Toor) from As. 1½ to As. 2 per seer.

SUN, MOON AND TIDES.

The following are the hours and heights of the tides in Bombay Harbour during the ensuing week. Hours stated in Bombay Mean Time; depth of water is at Prince's Dock sill :—

		HIGH WATER.			LOW WATER.	
Day of Week.	Day of Month.	Bombay Mean Time.	Depth on Sill.	Day of Month.	Bombay Mean Time.	Depth on Sill.
	May	h m	ft. in.	May	h m	ft. in.
					6 42 a	19 0
S	4	m 0 31	26 4	4	m 6 34	15 5
		1 30 a	28 1		7 19 a	19 6
S	5	m 1 2	25 9	5	m 7 4	16 0
		2 5 a	27 5		7 55 a	20 1
M	6	m 1 34	25 0	6	m 7 34	16 10
		2 39 a	26 8		8 34 a	20 8
TU	7	m 2 8	24 4	7	m 8 6	17 9
		3 16 a	26 0		9 26 a	21 1
W	8	m 2 47	23 8	8	m 8 45	18 8
		4 1 a	25 5		11 1 a	21 3
TH	9	m 3 45	23 1	9	m 9 44	19 6
		5 2 a	25 1			

The following are the hours of sunrise and sunset according to Indian Standard Time, during the ensuing week :—

May 4 (Saturday) Sunrise 6h 10m Sunset 7h 2m
" 5 (Sunday) " 6h 9m " 7h 2m
" 6 (Monday) " 6h 9m " 7h 2m
" 7 (Tuesday) " 6h 8m " 7h 3m
" 8 (Wednesday) " 6h 8m " 7h 3m
" 9 (Thursday) " 6h 7m " 7h 3m

PHASES OF THE MOON.—Last Quarter, May 9th, 3h. 26-1m. p.m.; New Moon, 17th, 3h 43-6m. a.m. First Quarter, 23rd, 7h. 41-3m. p.m.; Full Moon, 31st 4h. 59-6m. a.m.

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The ALBION MILK and SULPHUR SOAP is "pleasant to use and whitens and softens the skin," and "I prefer it to any other," would you miss trying a tablet? These testimonials from ladies of title (with names) are on the wrapper, and thousands (home and abroad) buy the soap. If it suits so many, may it not be worth your attention? It is a Toilet Luxury, delightful in use, delicately perfumed, refreshing and beneficial. British manufacture. Sold by Chemists, Stores, Grocers, etc., and at 76, New Oxford-street London, Established over 35 years.

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Ol' brown cockroach
Eats his hourly fill;
Such a steady boarder
Never pays a bill.
KILLS BUGS
FLEAS & FLIES.

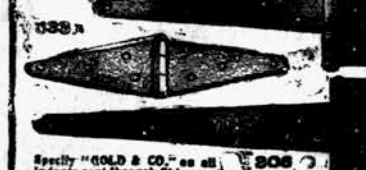
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IN LIGHTER VEIN.

A barrister, cross-examining a witness who had a very red nose, asked. Are you addicted to drink?" The witness indignantly replied, "That is my business. Ah, said the barrister, is it your only business?

Teacher—Now, then, in front of you is the north, behind you is the south, on your right hand is the east, and on your left is the west. Now, what is on your left hand, Tommy? Inattentive Boy—Er—ink. sir; and it won't come off.

Augustus, dear, said the gentle girl, tenderly pushing him from her as the moonlight flooded the bay window where they were standing, I think that you had better try some other hair dye; your moustache tastes like turpentine.

"Does your wife ask you for things she knows you cannot afford?" She hasn't asked me for a think since we were married. Great heavens! How do you manage it? When she wants a think she does not ask me; she tells me.

Mutt—You ought not to drink so much liquor, Jeff. Why don't you drink water? Jeff—Water? Water? Never heard of it. Mutt—Why, you know what water is. It—Jeff—Oh, yes; I know. They use it to put under bridges, don't they?

Lady (to exhausted furniture removers)—Here's twopence for you and your friend each to get a glass of beer with. Exhausted Furniture-remover—A glass of beer? Love us, lady, a glass of beer ain't no more to us than a snowflake on a redhot stove!

An Aberdeen woman entered a butcher's shop and planked a copper on the counter with the polite request—"Wad ye kindly obleddge me wi' change for a penny?' The butcher handed her two bawbees" from the till. Thenk ye kindly," she said, as she slowly picked them up. "Wad ye no be giein's a bit suet wi't?

My dear," said a wife who had been married three years, as she beamed across the table upon her lord and master, "tell me what first attracted you to me—what pleasant characteristic did I posses which placed me above other women in your sight? But the lord and master said simply—" I give it up!

At a country school the headmaster said—Now, boys, I will give a penny to the first lad who can ask me a question which I cannot answer. Several tried unsuccessfully, until one boy asked him—Please, sir, if you stood up to your neck in soft mud and I threw a stone at your head, would you duck? The question remained unanswered.

Mrs. Testy (looking up from the paper)—Isn't this strange? A man, after a fit of illness, was absolutely unable to remember his wife, and did not believe she was the one he married: Mr. Testy—Well. I dunno. It's pretty hard work sometimes for a man to realise that his wife is the same woman that he once went crazy over.'

Aha! And he laughed grimly as he read from the morning paper—The burglar shot at the man whose life was saved by the bullet striking against a button of his clothes! Well snapped his wife, what of that? what of that said he as he felt his collar going up steadily to the nape of his neck. Oh, nothing, except that the botton must have been on!

EVIDENTLY.

Mrs. Sweet—Isn't it strange that Henry will never permit Edith to open his watch?

Mr. Sweet—Humph! There must be another girl in the case.

TO ALLAY SUSPICION.

Diner—Why don't you drive your cat off the table.

Waiter—Well, you see sir, it's like this, it's stewed rabbit to-day, and the guv'nor save the customers like to have that cat in evidence on those days.

HOBSON'S CHOICE.

Newly-accepted Suitor—Well, Bobby, you will have a new uncle soon. I am your Aunt Mary's choice for a husband.

Bobby (surprised)—Well, that's strange. I heard her tell mamma only yesterday that you were Hobson's choice.

QUITE SAFE.

Mrs. Regan—"Share, a dhrop now as thin is a comfort; but, Mrs. Hinnessy, ar'n't ve afraid ve'll get th' habit?

Mrs. Hinnessy (with a bottle of spirits in her hand)—Niver a hit! Me ould man's been drinkin' ut stiddy these forty years past, an' he's niver got th' habit.

FROM SUBLIME TO PRACTICAL.

Cecil (sentimentally)—Don't you feel gloomy when the sky is overcast with grey. when the rhythmic rain sounds a dirge upon the roof, and the landscape's beauties are hidden by the weeping mist?

Hazel (sweetly)—Yes, it's dreadfully annoying; it does make one's hair come out of curl so!

CAUSE FOR SYMPATHY.

Young Wife (rather nervously)—Oh, cook, I must really speak to you. Your master is always complaining. One day it is the soup, the second day it is the fish, the third day it is the joint—in fact, it is always something or other.

Cook (with feeling)—Well, mum, I'm sorry for you. It must be quite hawful to live with a gentleman of that sort.

WORSE STILL.

Tailor—Thought I'd met some cheeky customers, but—

Bootmaker—What now?

Tailor—I've had to press these trousers four times and they are not even paid for.

Bootmaker—That's nothing. I went to collect a bill for a pair of boots yesterday, and the fellow kicked me out with them.

A DANGEROUS DOCTOR.

Lately Mr. B. brought a suit against his medical attendant and alleged that the said doctor had persisted in calling on him personally after he was cured, fees for which visits he now refused to pay.

Dr. F. denied this, and called in a nurse who attended the invalid to prove it.

Is it true, asked the court. that Dr. F. continued his visits when Mr. B. had no necessity for them?

Upon my word, sir, naively answered the witness as long as I saw the doctor with Mr. B. I thought he was in considerable danger.

THE WRONG ADDRESS.

It was all on account of the labels.

Dr. Gass had to send a box of pills to a patient, whilst there were half a dozen live chickens to be delivered to one of his friends.

Naturally, the labels got mixed (they always do in storyettes), and the messenger duly delivered the pills to the doctor's friend.

So far, not much harm had been done; but the patient was distinctly pained on receiving a hamper of live fowls and an envelope containing the following instructions:—

Two of these to be swallowed every half-hour in water.

PAYING BACK.

A very poor man, who had to wait a long time for his dinner in a cook shop before he could get served, found his appetite so much appeared by the smell of cooking that he proposed to go without his meal, but the cook insisted upon payment, and a quarrel ensued.

At length they agreed to refer their altercation to the first person passing the door. That person happened to be a notorious idiot.

Having heard the complaint, he decreed that the poor man's money should be placed between two empty dishes, and that the cook should be recompensed with the jingling of his cash, as the other was with the fumes of the meat.

WHAT HE SAT ON.

Mr. Flit was a man of punctual habits. Every morning he caught the 9.24 to town, and every evening he returned by the 7.12.

One morning, however, he was rather late, and he just managed to rush into a carriage as the train was moving out of the station.

Seated opposite was a maiden of some nine summers. He noticed she looked at him uneasily. Suddenly it dawned upon him that he was sitting on her newspaper.

"There you are, my little maid" said he genially. "Pardon my sitting on it."

The train sped cityward and they soon arrived at Waterloo. The little maid got up first.

Please, sir" said she, "may I have my fried fish as well? It was wrapped up in that paper.

TRY IT IN YOUR BATH

BY APPOINTMENT TO H.M. THE KING.

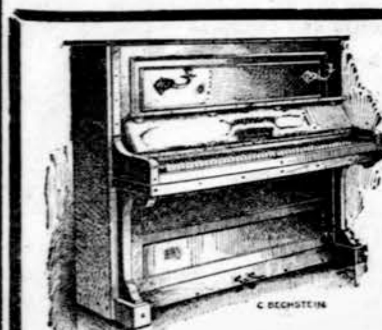
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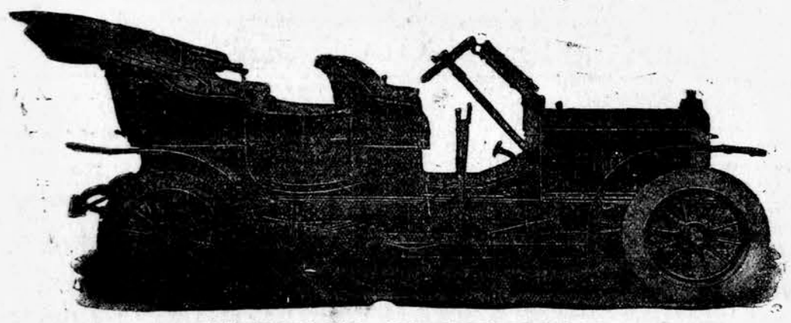
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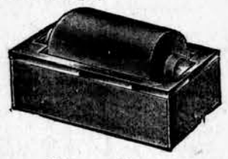
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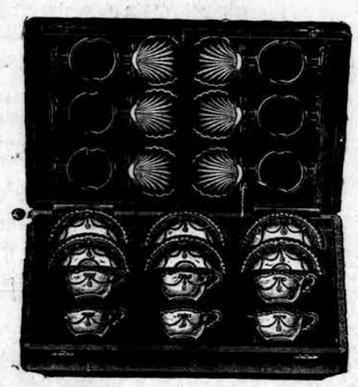
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